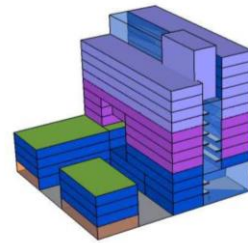


# The Machine in the City: Lessons for Bogota and the US

Camara de Comercio de Bogota

October 5, 2015



- Private business
- Research space
- Academic space
- Shared space

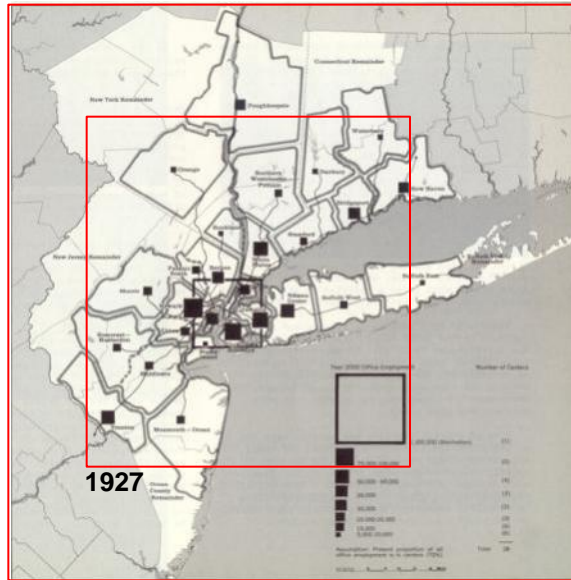


**Robert Lane**  
Senior Fellow for Urban Design  
Regional Plan Association

# Urban manufacturing: Intersection of the global and the hyper-local

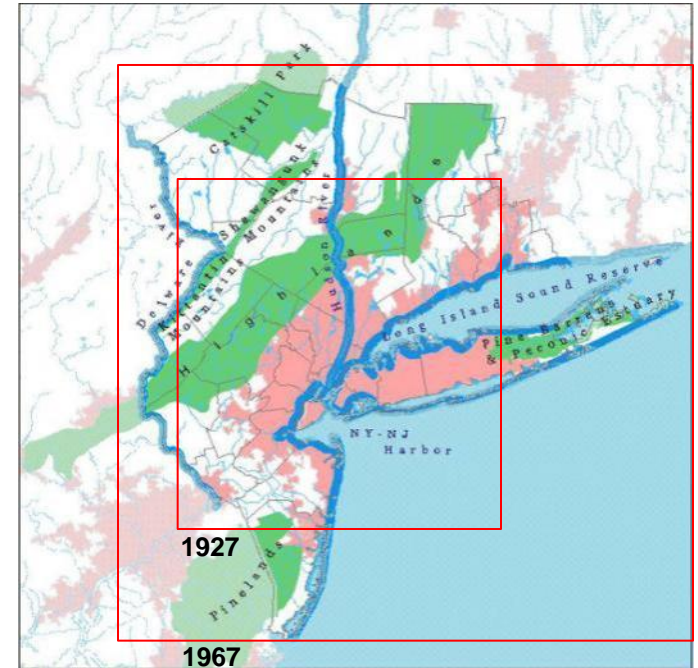


1927



1927

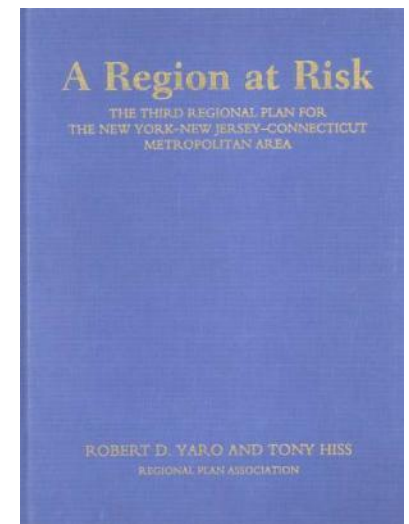
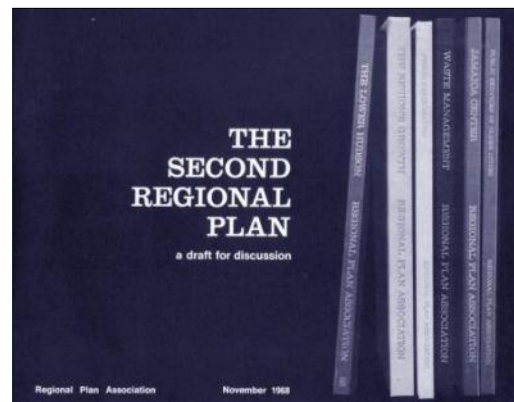
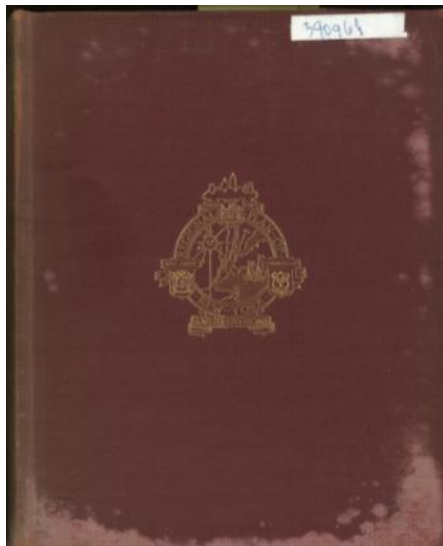
1967



1927

1967

1996



# Urban manufacturing in Bogota and the United States: Economy and Policy

## Similarities:

- Both Bogota and American cities are still wrestling with the implications of the changing nature of urban manufacturing: technology and the “maker movement”
- Both Bogota and American cities are trying to understand how to build the ecology of the urban “factory neighborhood”

## Differences

- Bogota’s manufacturing districts are not (yet) subject to displacement so it is not yet facing the ultimate dilemma: integration versus protection
- Bogota has a legacy of managing land use at a much finer grain than in the US

# Urban manufacturing in Bogota and the United States: Urban Form

## Similarities

- Urban manufacturing districts in both Bogota and N. America are predominantly low-rise.
- Streets in urban manufacturing districts are not well designed: Goods movement conflicts.
- Open spaces are scarce and poorly defined.

## Differences

- The low-rise manufacturing districts in Bogota are more “urban”: higher coverage and more transparency.
- Bogota does not have a legacy of managing the high-density loft factory



Bogota



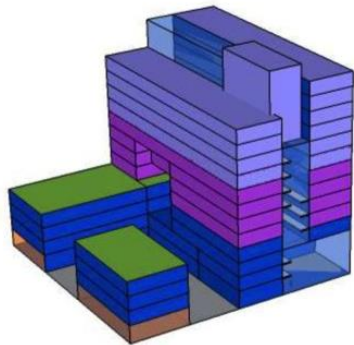
Portland, OR



# Urban manufacturing in Bogota and the United States: Questions

## Questions:

- What is an “Innovation District”: Vertical versus horizontal mixed use
- What urban design strategies can encourage new forms of mixed-use
- What strategies can be used to manage the ecology of the factory neighborhood



- Private business
- Research space
- Academic space
- Shared space



# Urban manufacturing: Intersection of the global and the hyper-local



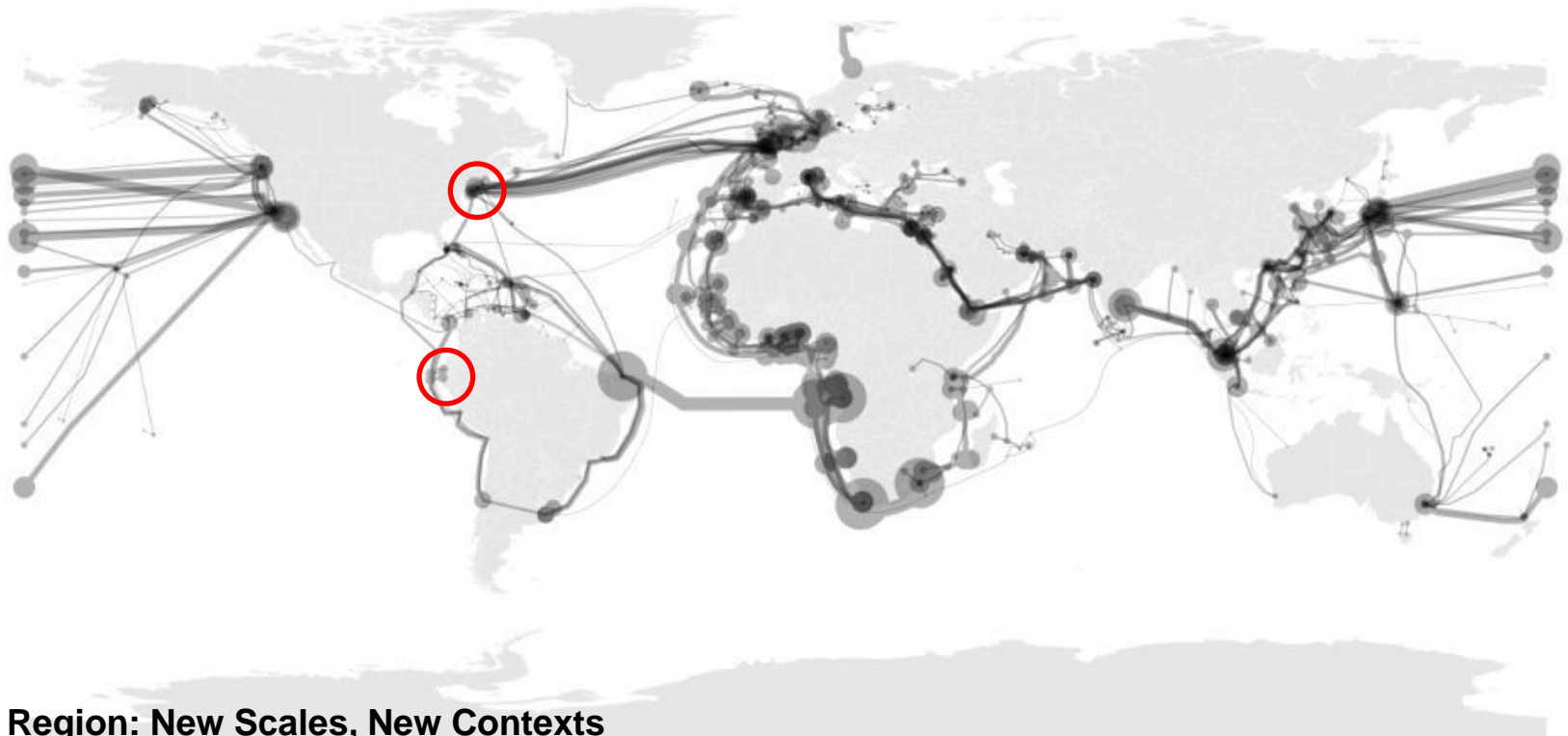
1927



2007



2050



Defining the Region: New Scales, New Contexts

# Urban manufacturing: Intersection of the global and the hyper-local

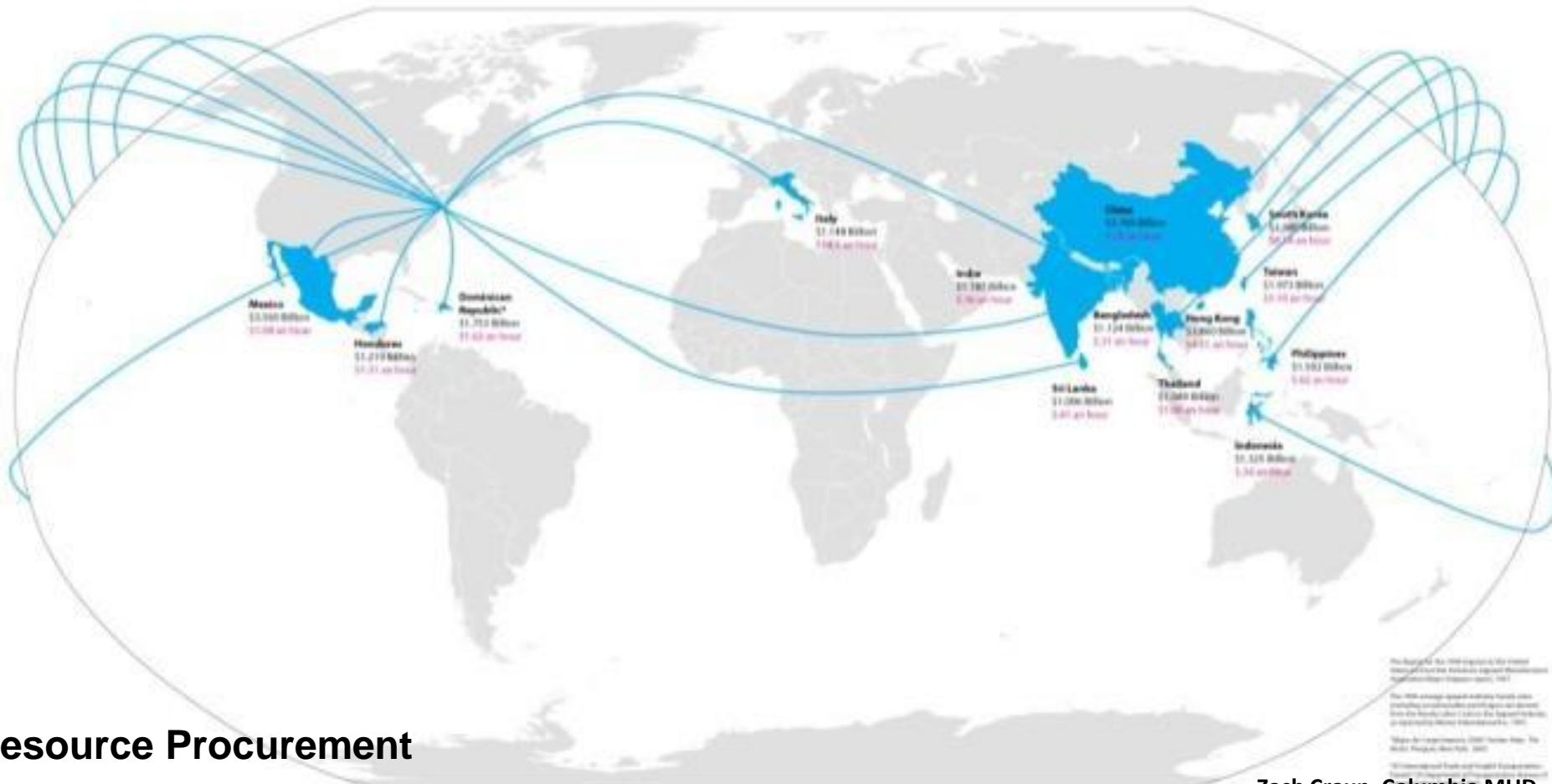
## STREAM Top Apparel Importers

**JFK International Airport, New York City**  
Approx. 130,000,000 Tons of Woven Apparel  
Approx. 92,000,000 Tons of Knit Apparel

**Port Authority of New York & New Jersey**  
221,452 Twenty-Foot Equivalent Units (TEUs) of Women's, Men's & Miscellaneous Apparel



Value of freight entering and exiting gateways (billion \$)

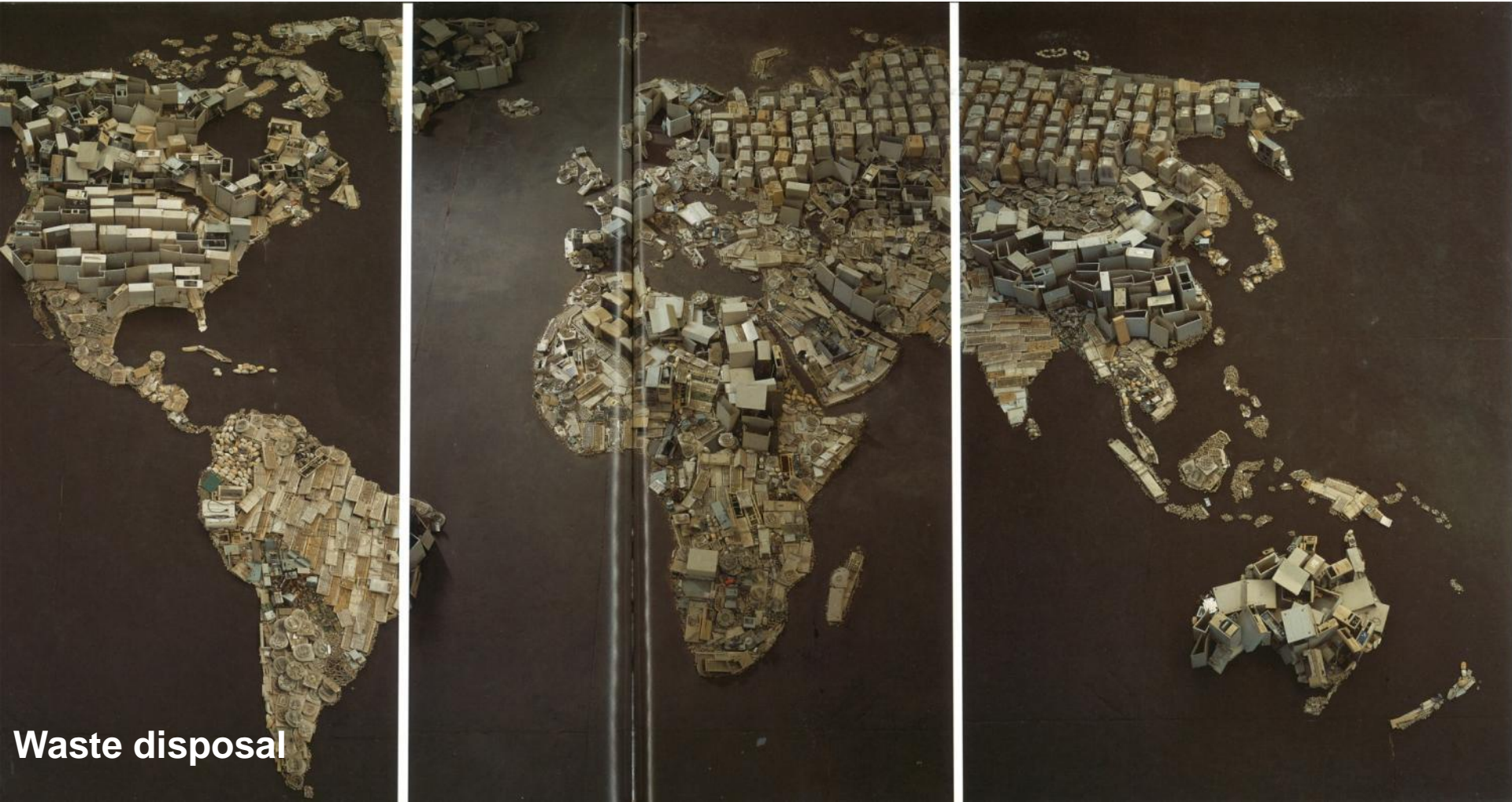


For Report on the 1990s in the United States and the Asian Pacific Rim, see the report by the U.S. Trade Representative, 1991.  
The 1990 average freight rates for apparel (including intermediate goods) are based on the World Bank's Index of Apparel Costs in Developing Areas (1990).  
Source: U.S. Department of Commerce, Bureau of Economic Analysis, The World Freight Rate Index, 1991.  
© 1991 by the U.S. Trade Representative, Washington, D.C.



# Urban manufacturing: Intersection of the global and the hyper-local

The “Junk Map”



Waste disposal

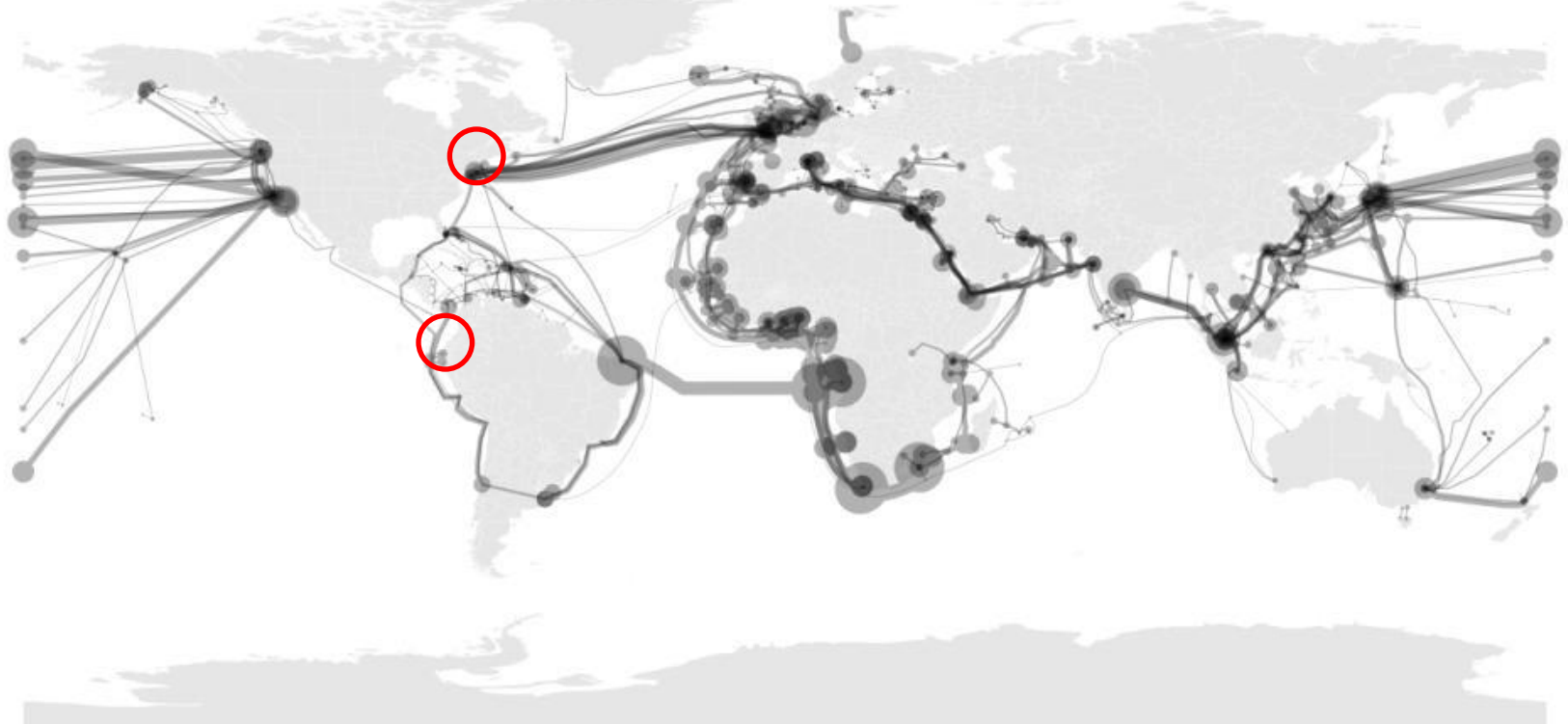


# Urban manufacturing: Intersection of the global and the hyper-local



Human capital

## Urban manufacturing: Intersection of the global and the hyper-local



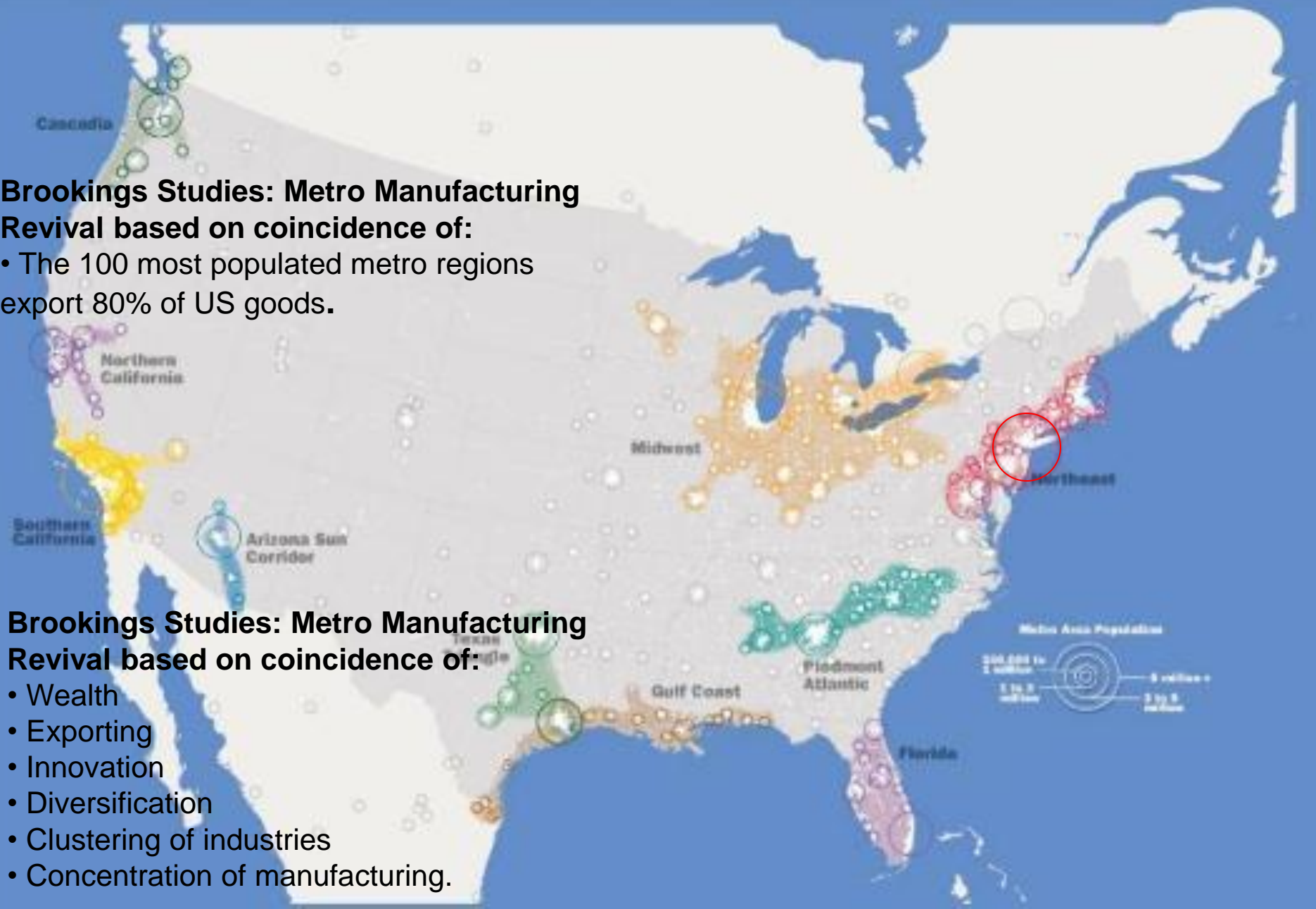
# From the Global to the hyper-local: the “Mega-regions”

## Brookings Studies: Metro Manufacturing Revival based on coincidence of:

- The 100 most populated metro regions export 80% of US goods.

## Brookings Studies: Metro Manufacturing Revival based on coincidence of:

- Wealth
- Exporting
- Innovation
- Diversification
- Clustering of industries
- Concentration of manufacturing.





# From the Global to the hyper-local: the the NY metropolitan region

Urban Core



Downtowns &  
Local Centers



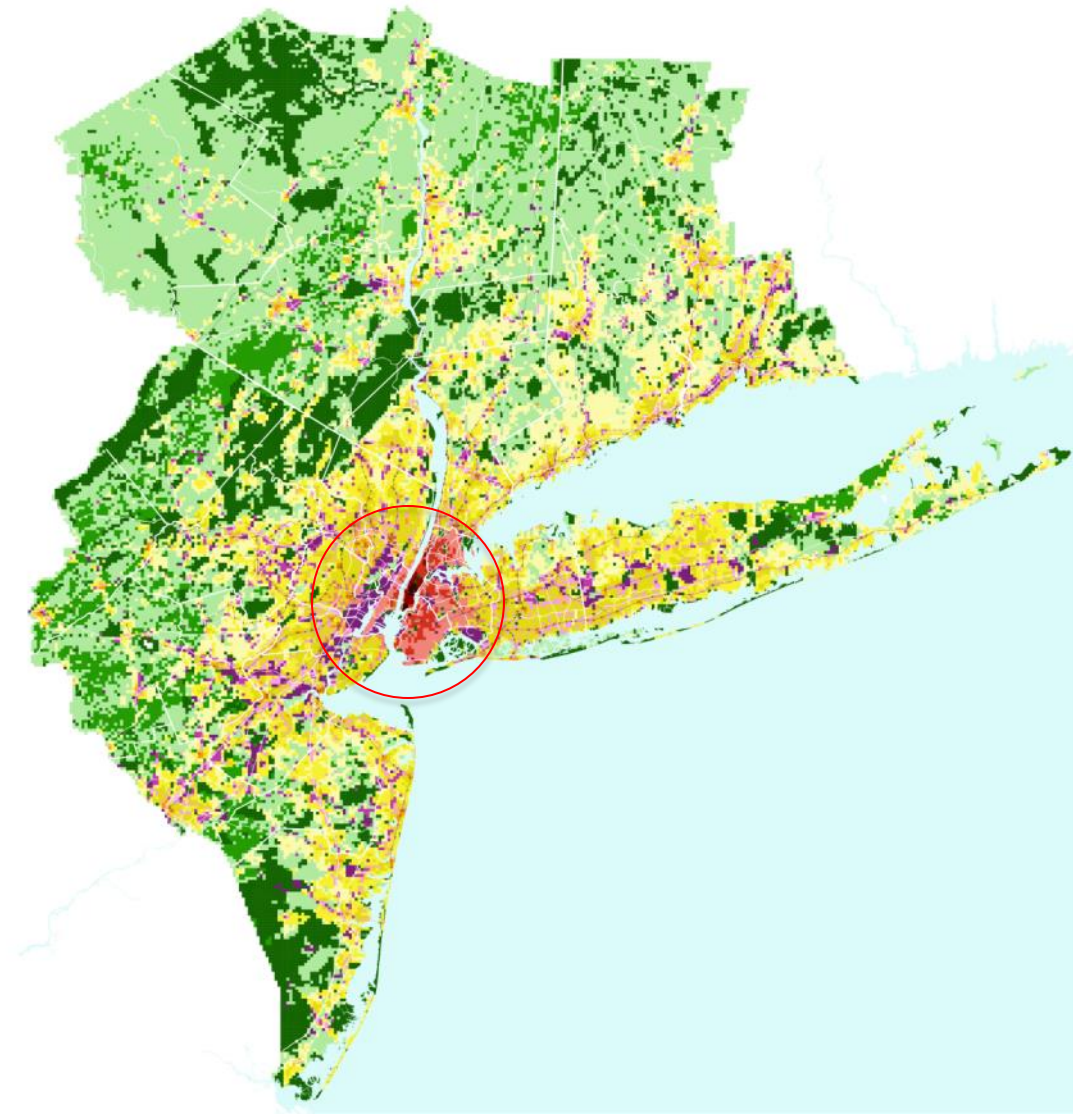
Commercial &  
Industrial



Primarily Residential

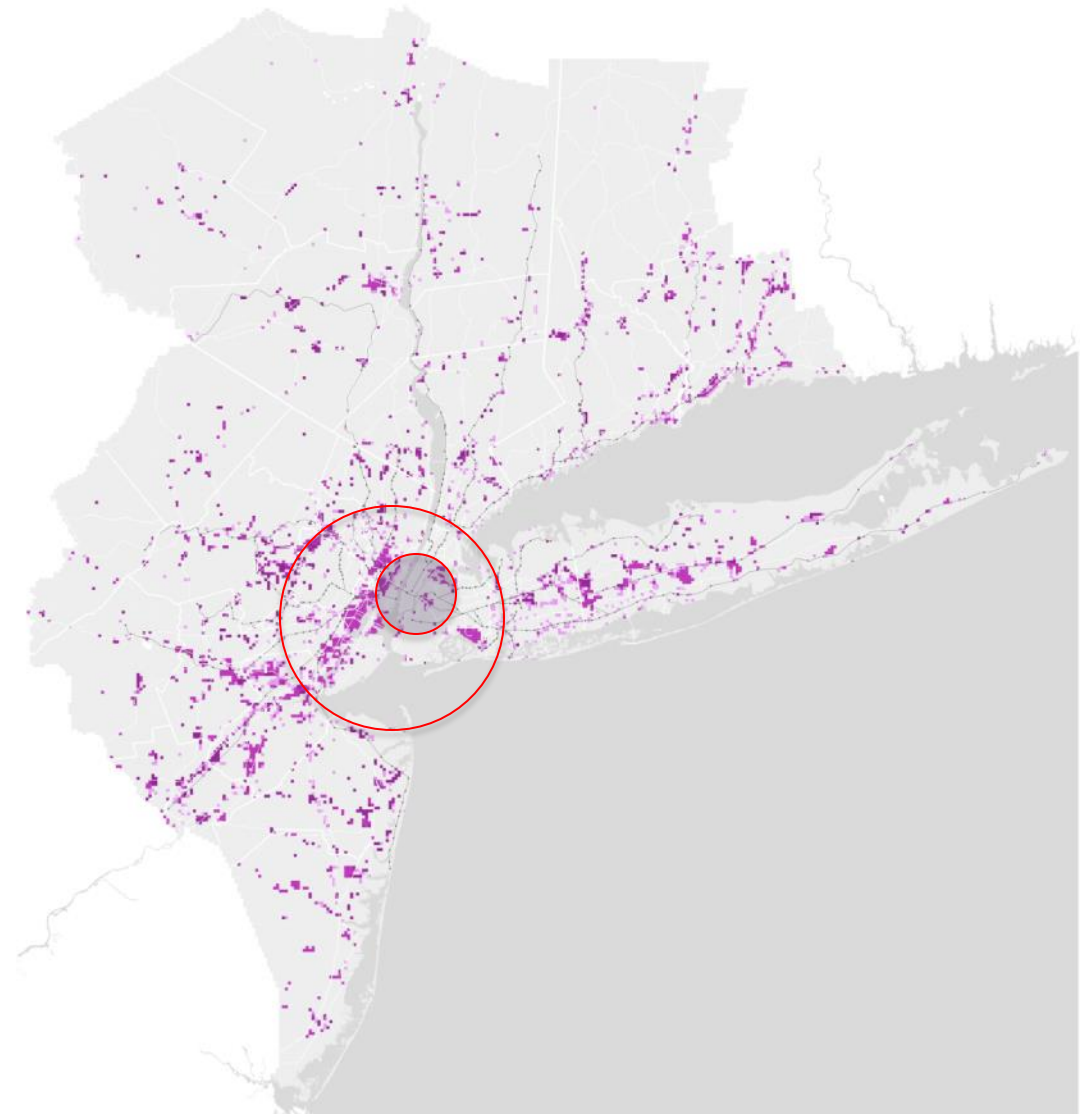


Rural & Open Space

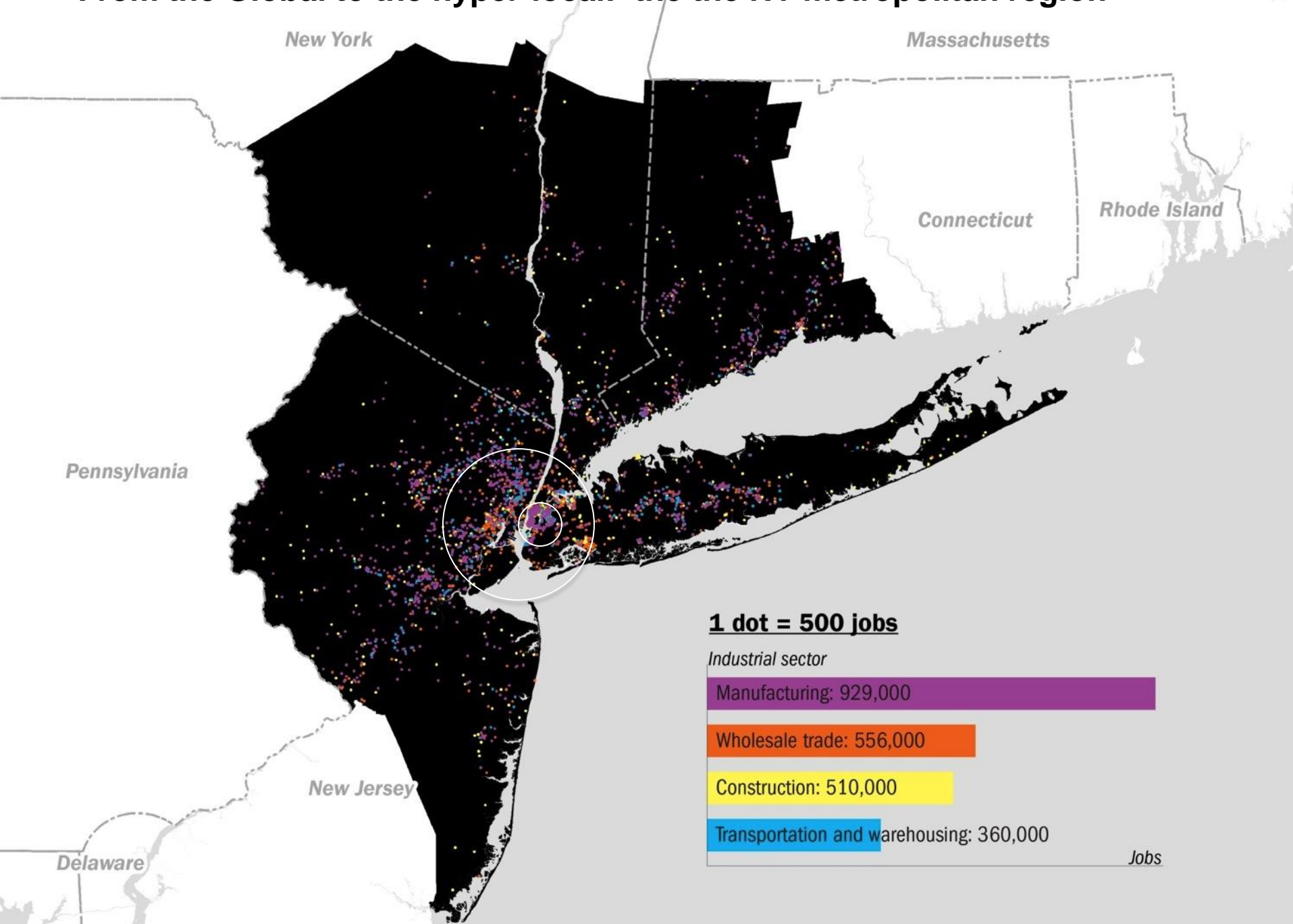




# From the Global to the hyper-local: the the NY metropolitan region

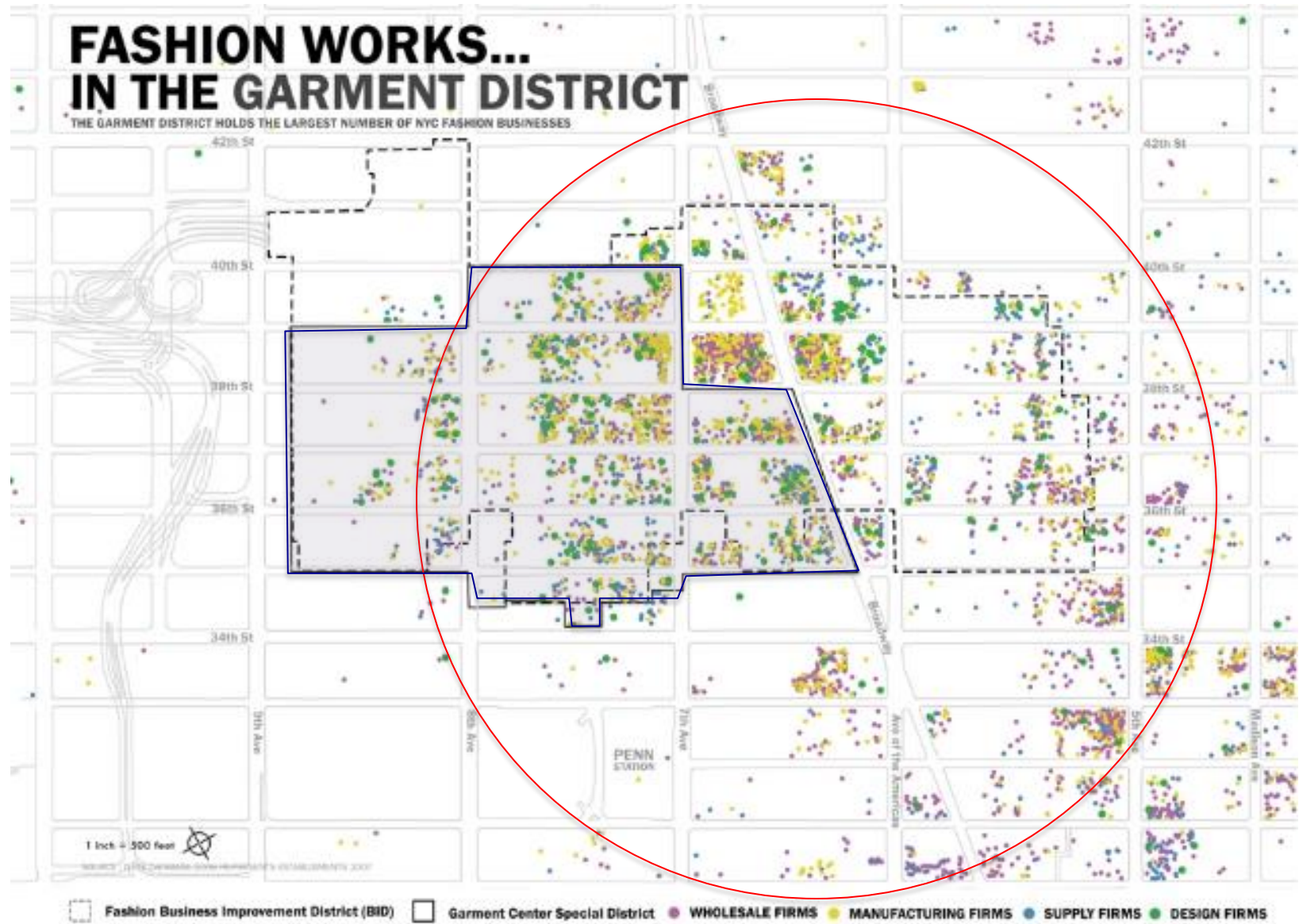


# From the Global to the hyper-local: the the NY metropolitan region

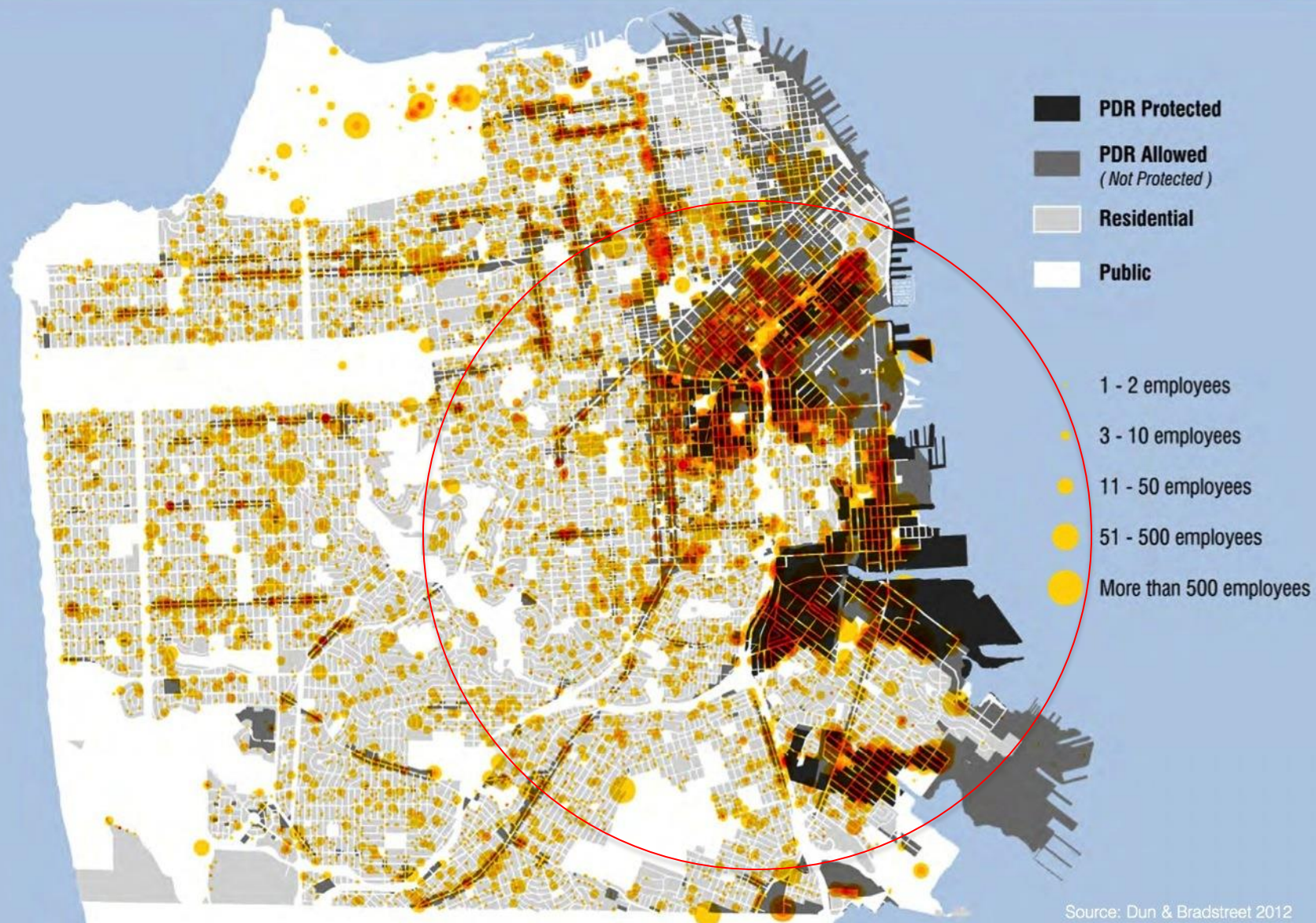




# From the Global to the hyper-local: the manufacturing neighborhood

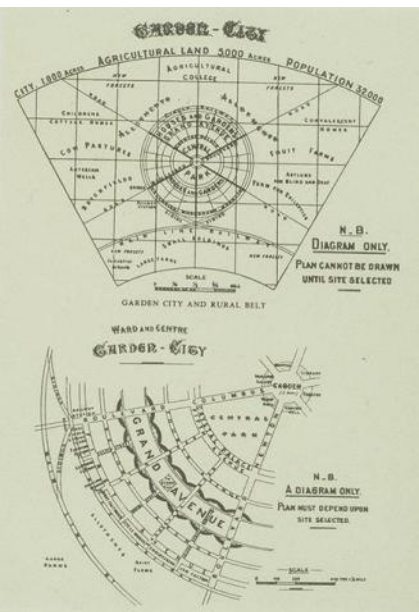
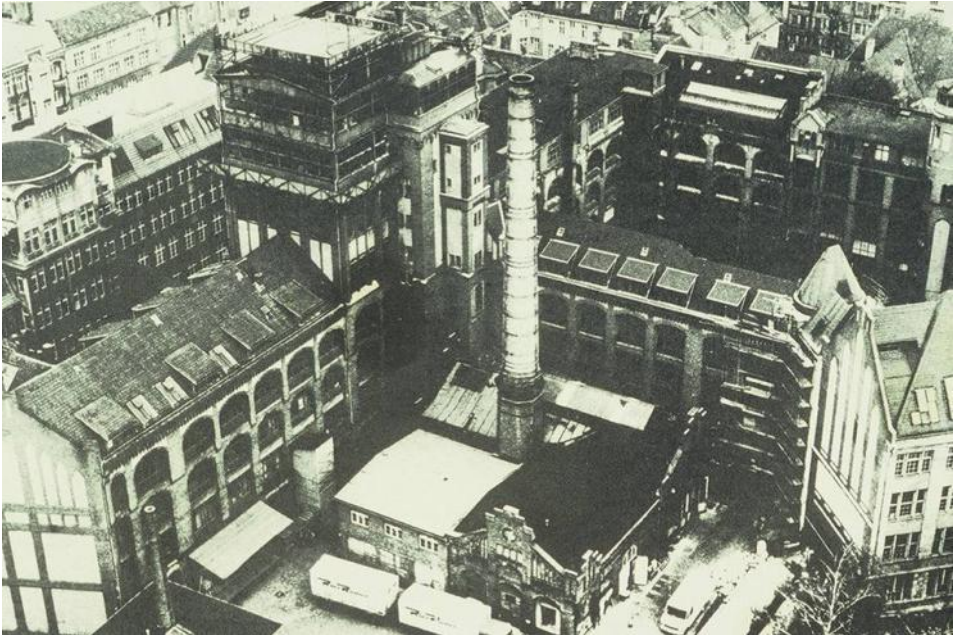


# From the Global to the hyper-local: the manufacturing neighborhood

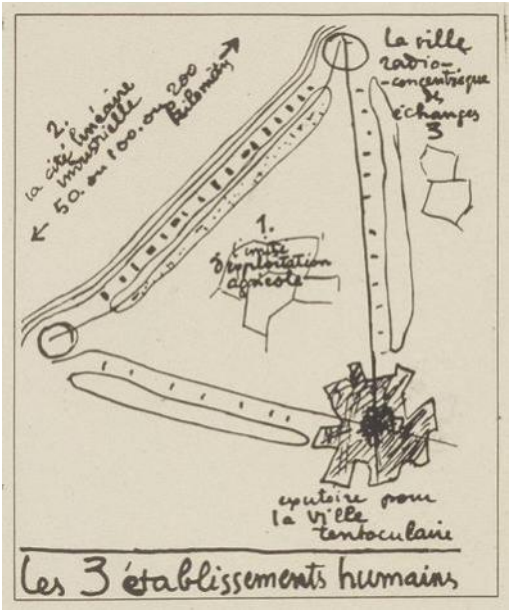




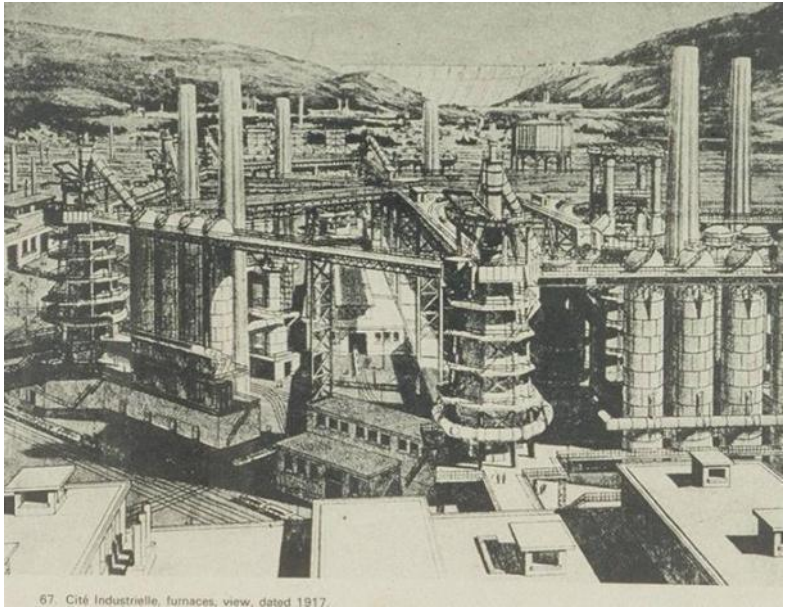
# The Industrial City Returns:



Howard's Garden City

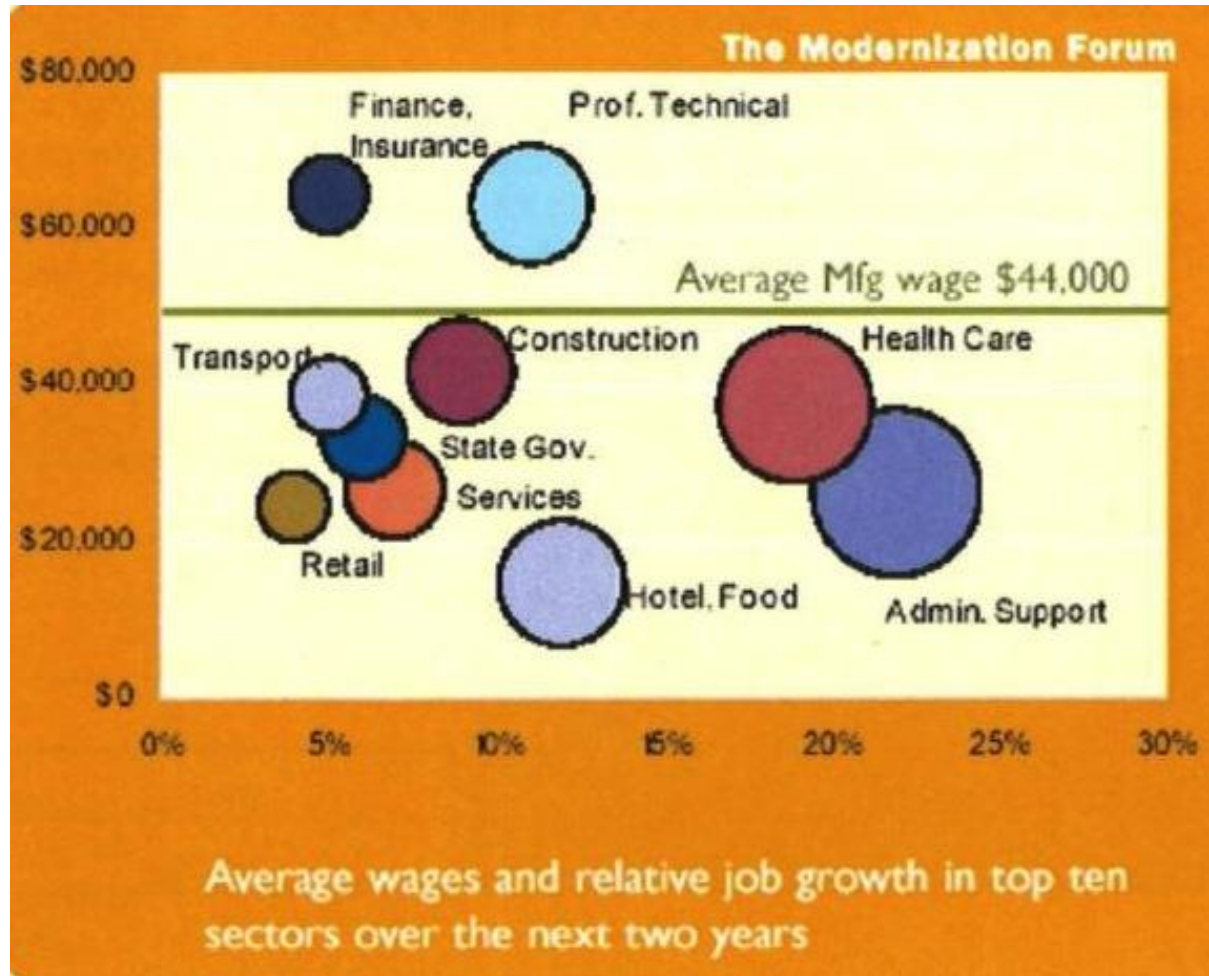


Le Corbusier



Toni Garnier

# Does Manufacturing Matter?



## Does Manufacturing Matter?

- You loose control of what you don't make
- Rents on innovation are paid in production
- Manufacturing has strongest linkages
- Manufacturing jobs are more valuable



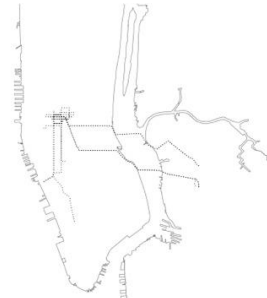
# Does *Urban* Manufacturing Matter: Equity and Environment



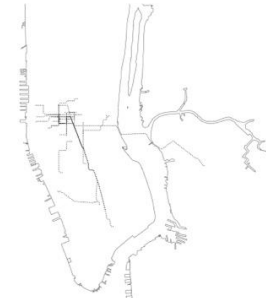
# Does *Urban* Manufacturing Matter: Economy – agglomeration and innovation

## Industry in Motion

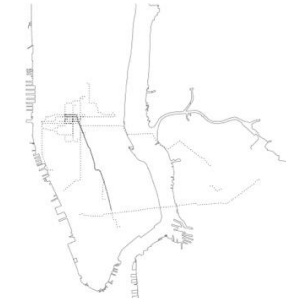
Following fashion  
for two weeks  
July 19 - July 31, 2011



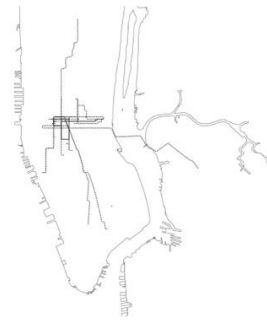
Day 1. Monday | July 18, 2011 | 27 trips | 137 stops



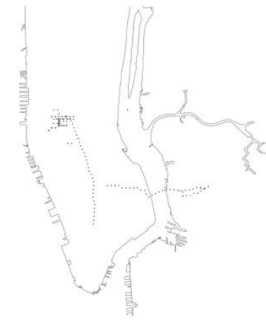
Day 2. Tuesday | July 19, 2011 | 33 trips | 168 stops



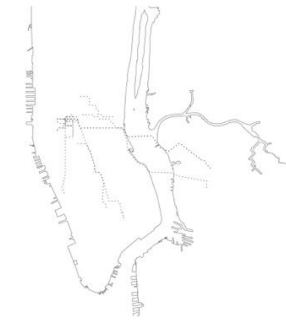
Day 3. Wednesday | July 20, 2011 | 34 trips | 146 stops



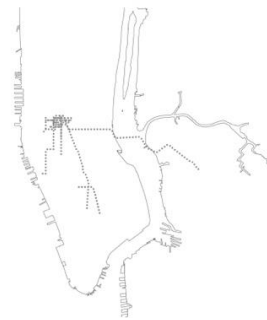
Day 4. Thursday | July 21, 2011 | 29 trips | 160 stops



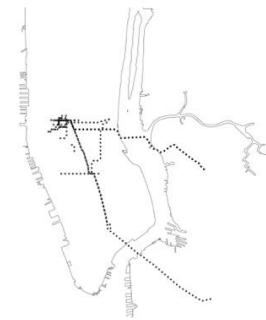
Day 5. Friday | July 22, 2011 | 19 trips | 101 stops



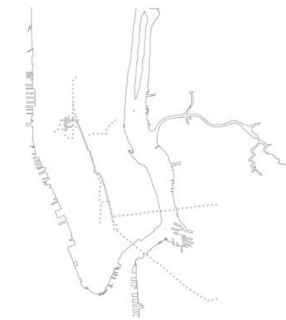
Day 6. Monday | July 25, 2011 | 23 trips | 112 stops



Day 7. Tuesday | July 26, 2011 | 22 trips | 108 stops



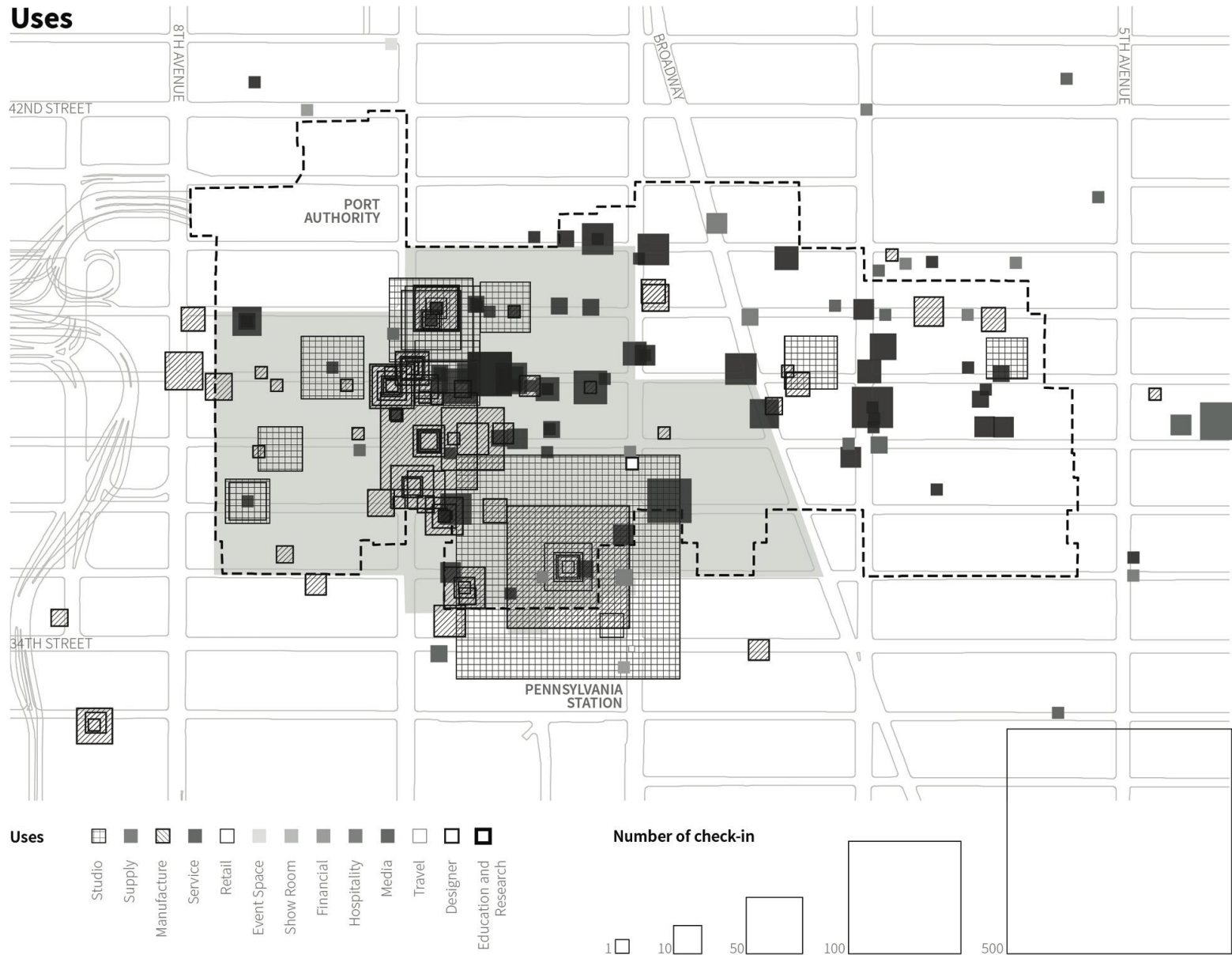
Day 8. Thursday | July 28, 2011 | 23 trips | 102 stops



Day 9. Friday | July 29, 2011 | 20 trips | 83 stops



# Does *Urban* Manufacturing Matter: Economy – agglomeration and innovation



# Does *Urban* Manufacturing Matter: Economy – agglomeration and innovation



“PDR”:

- Production
- Distribution
- Repair
- Changing nature of manufacturing enables new forms of mixed use

# Does *Urban* Manufacturing Matter: Economy – agglomeration and innovation



## Design Implications:

- Smaller spaces
- Proximity to the core
- Mixed Use

## Policy Implications:

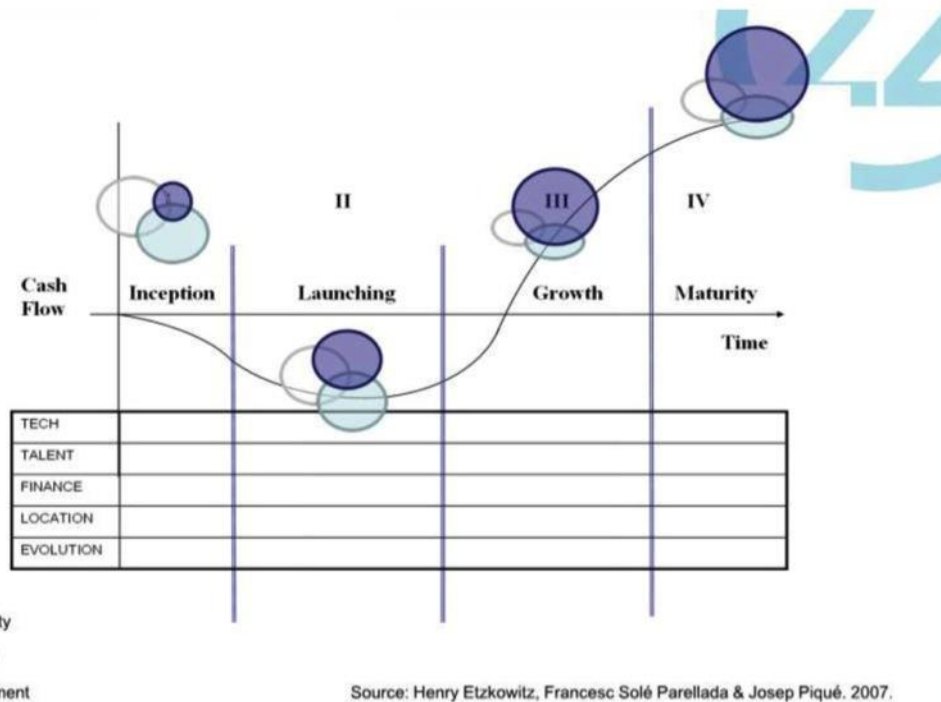
- Regulatory challenges
- Agglomeration versus displacement





# Does *Urban* Manufacturing Matter: The “innovation district”

## PUBLIC INVESTMENT



# Does *Urban* Manufacturing Matter: The “innovation district”



Barcelona: 22@ Innovation District



# Does *Urban* Manufacturing Matter: The “innovation district”



Barcelona: 22@ Innovation District

Kendall/MIT Innovation District



# Does *Urban* Manufacturing Matter: The “innovation district”



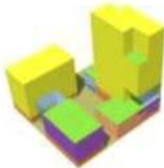
City Gateway – Academic/Research/Mixed Use

1



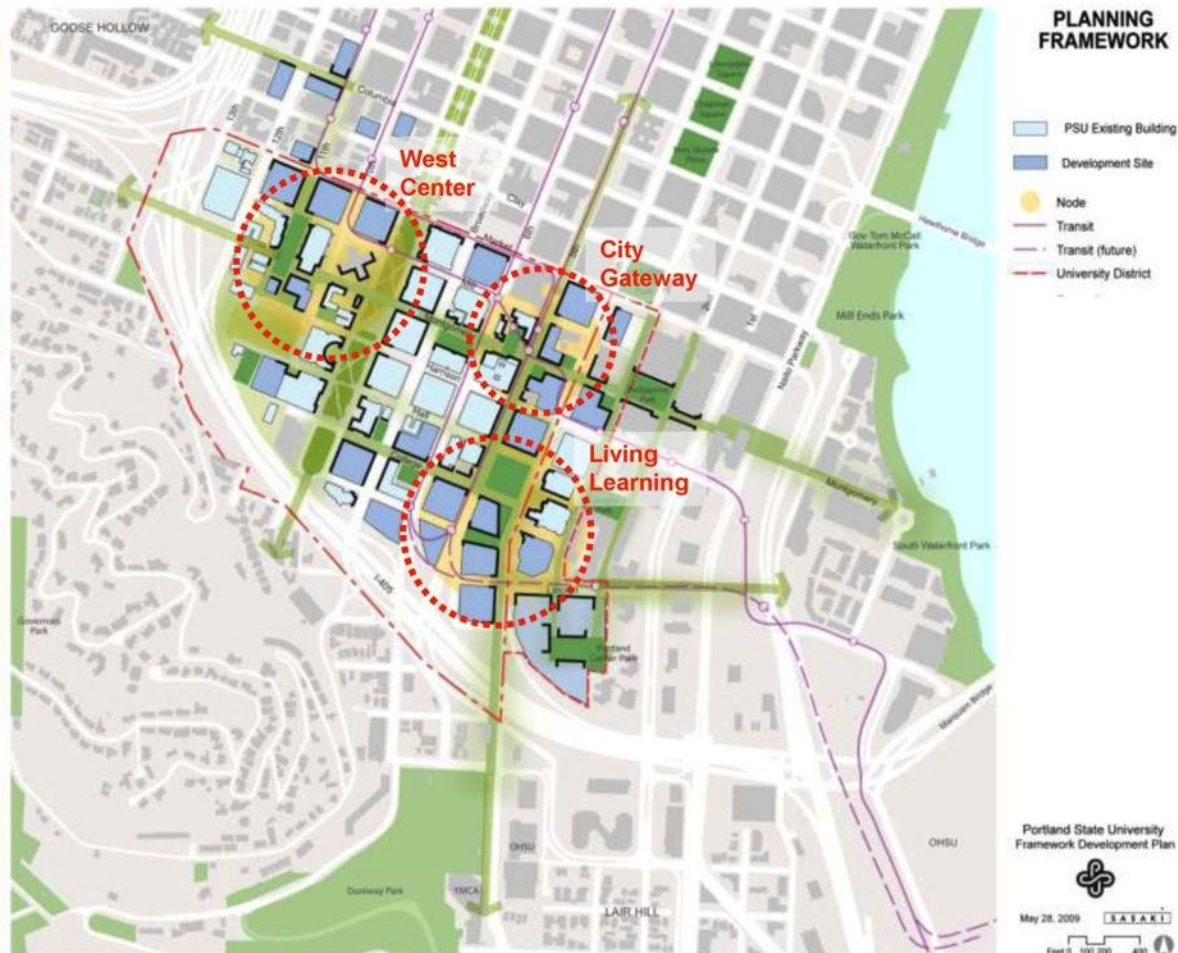
Living Learning Center – Residential/Academic/Mixed Use

2

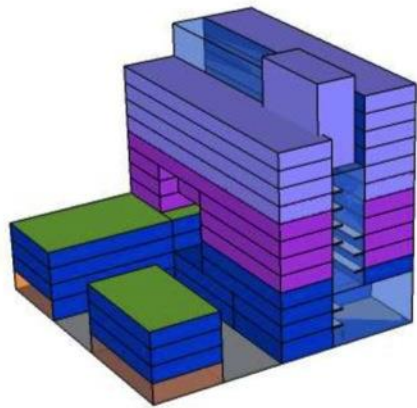


West Center – Academic/Student Life

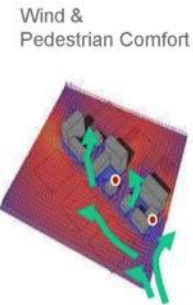
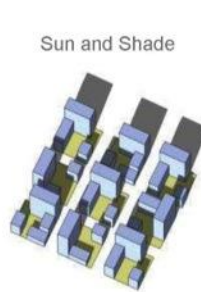
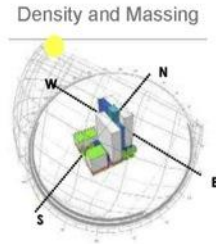
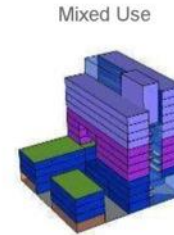
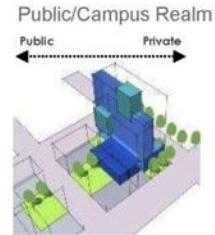
3



# Does *Urban* Manufacturing Matter: The “innovation district”

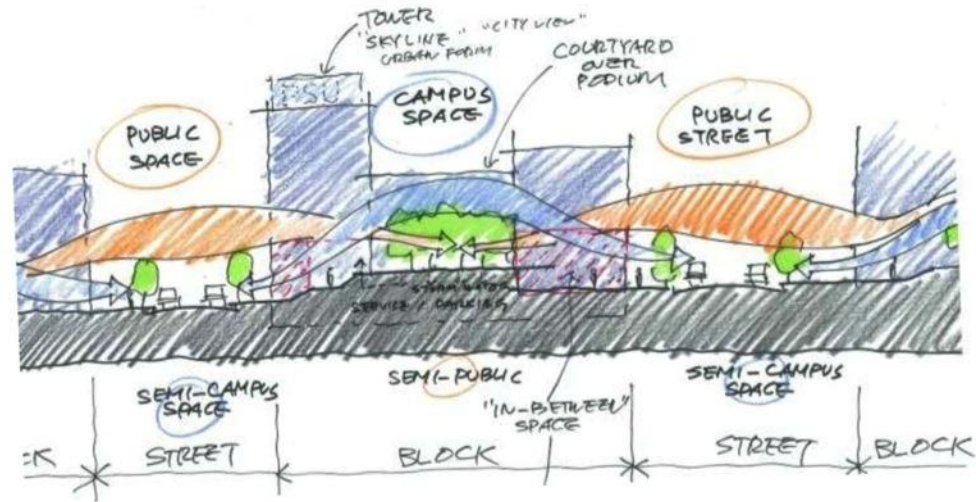


- Private business
- Research space
- Academic space
- Shared space



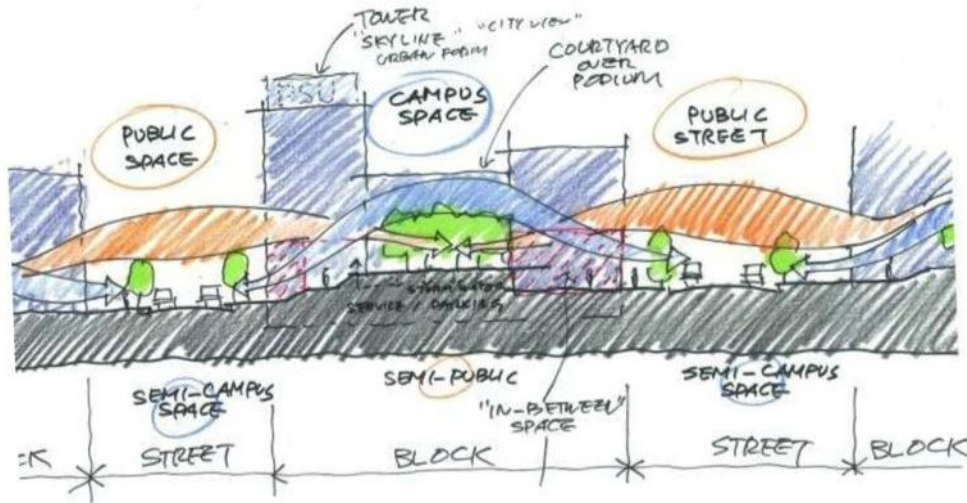


# Does *Urban* Manufacturing Matter: The “innovation district”



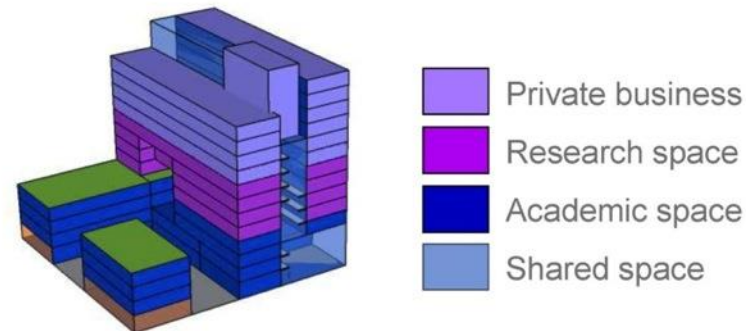


# • The “innovation district” and vertical mixed-use



## Questions:

- Policy: Level of subsidy
- Regulation: Managing the mix
- Design:
  - How much proximity/connectivity
  - How much vertical mixed use
  - Role of streets and public spaces



## The “innovation district” and vertical mixed-use



## The “innovation district” and vertical mixed-use



Hotel industrielle, Paris



## The “innovation district” and vertical mixed-use



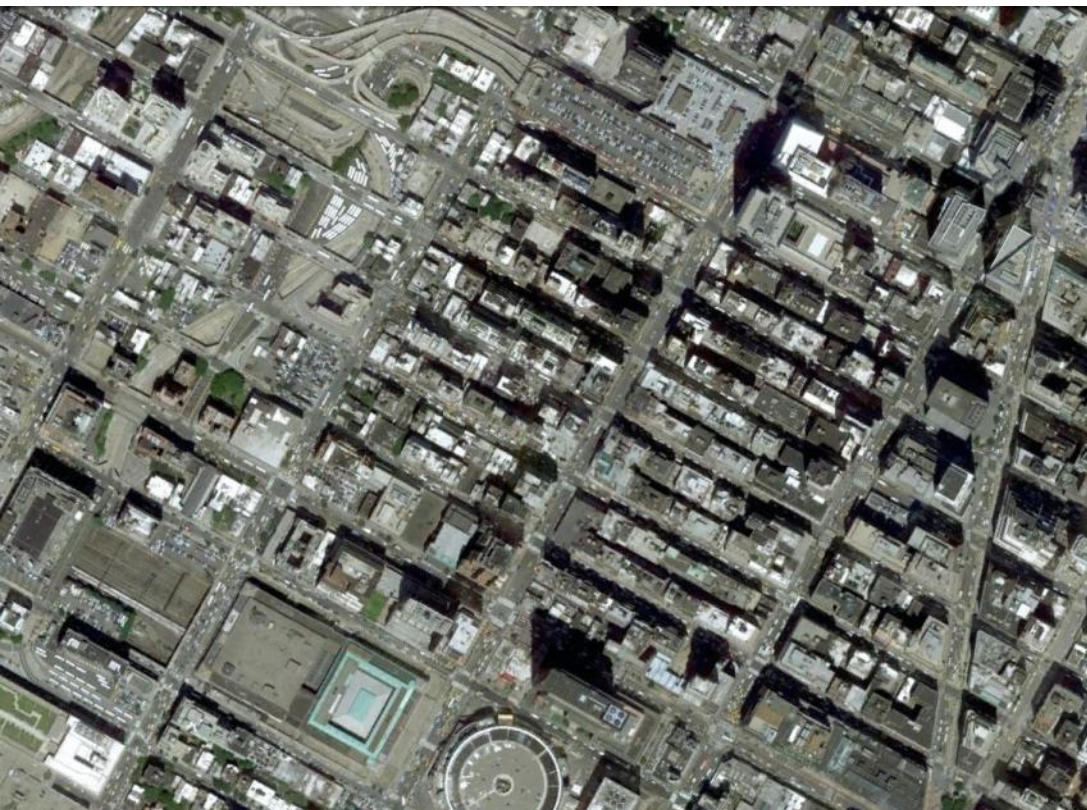
**Legacy mixed-use**

## The “innovation district” and vertical mixed-use



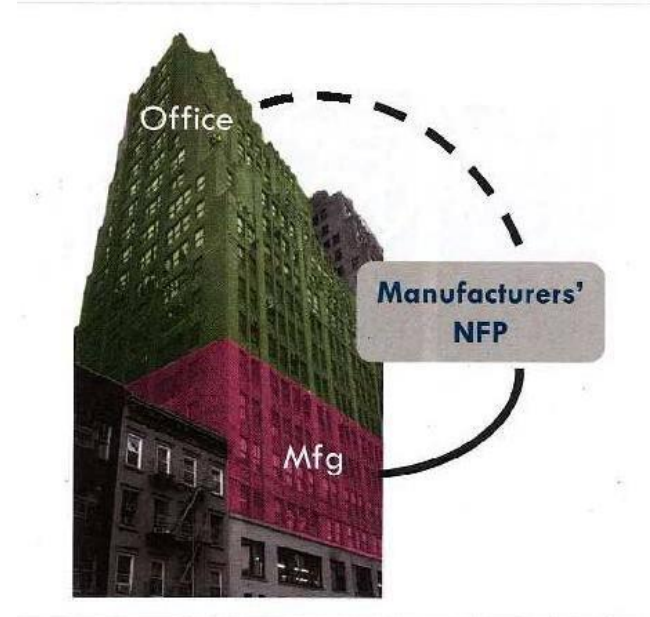


## The “innovation district” and vertical mixed-use

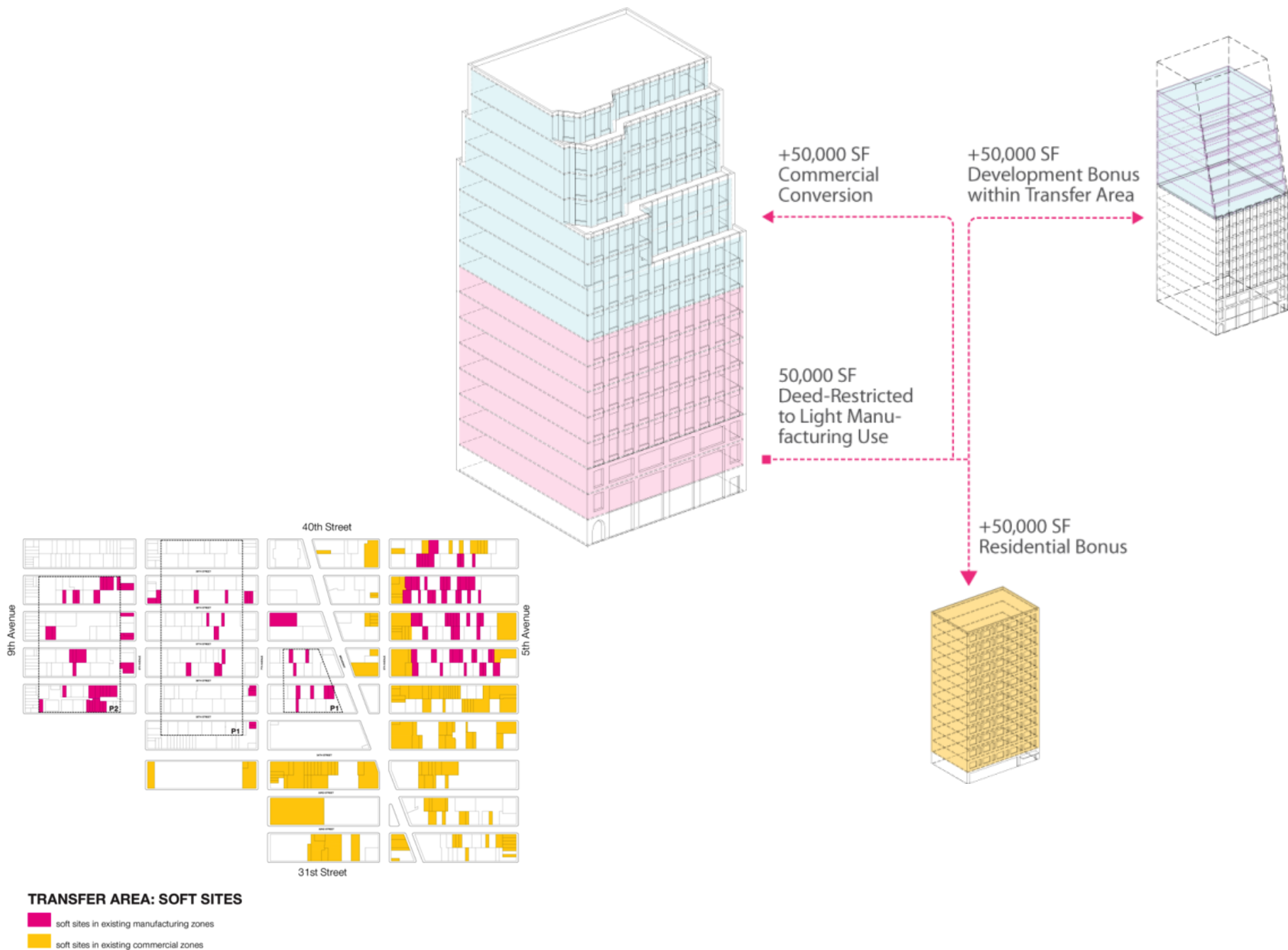




# The “innovation district” and vertical mixed-use



# The “innovation district” and vertical mixed-use



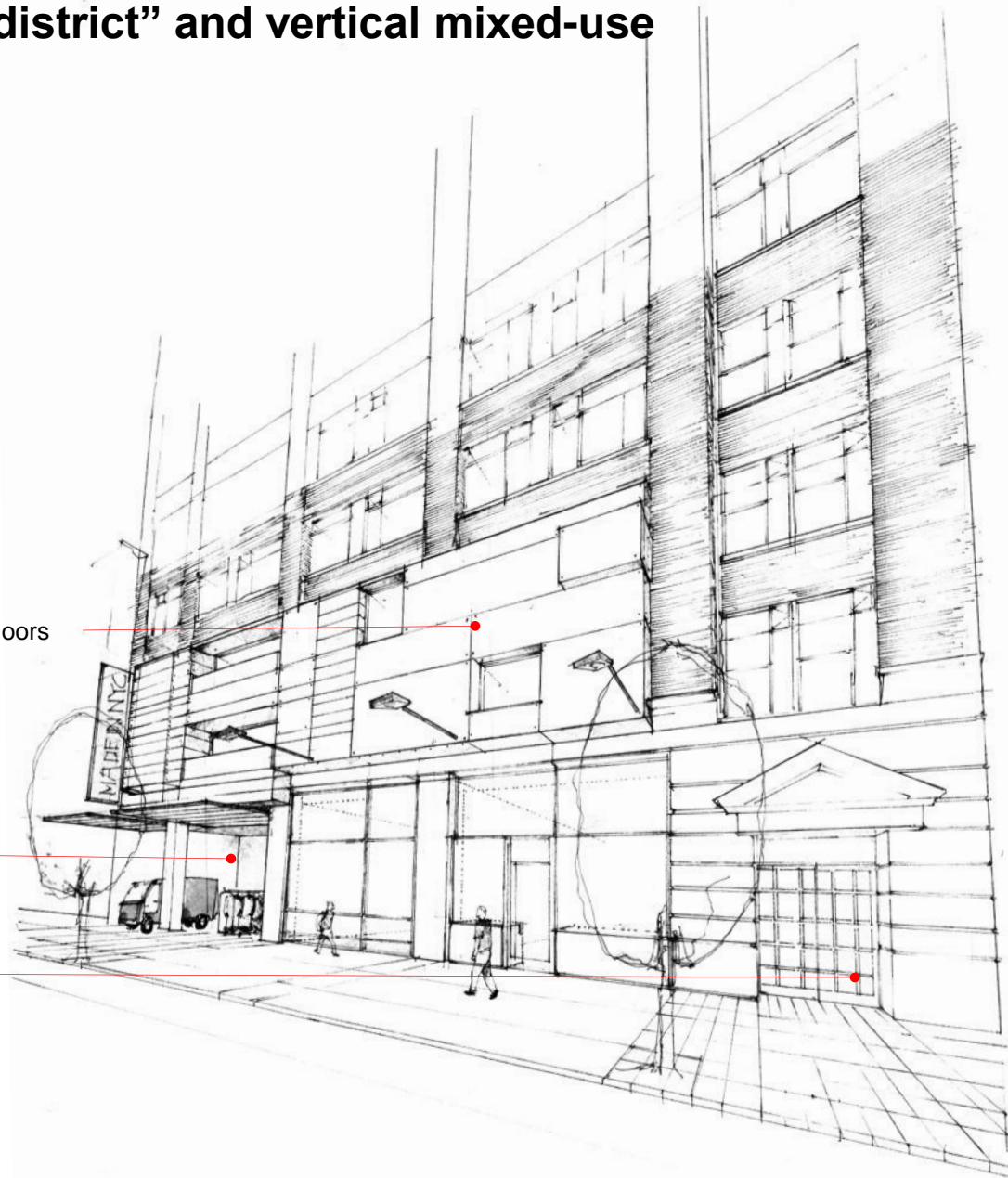


# The “innovation district” and vertical mixed-use

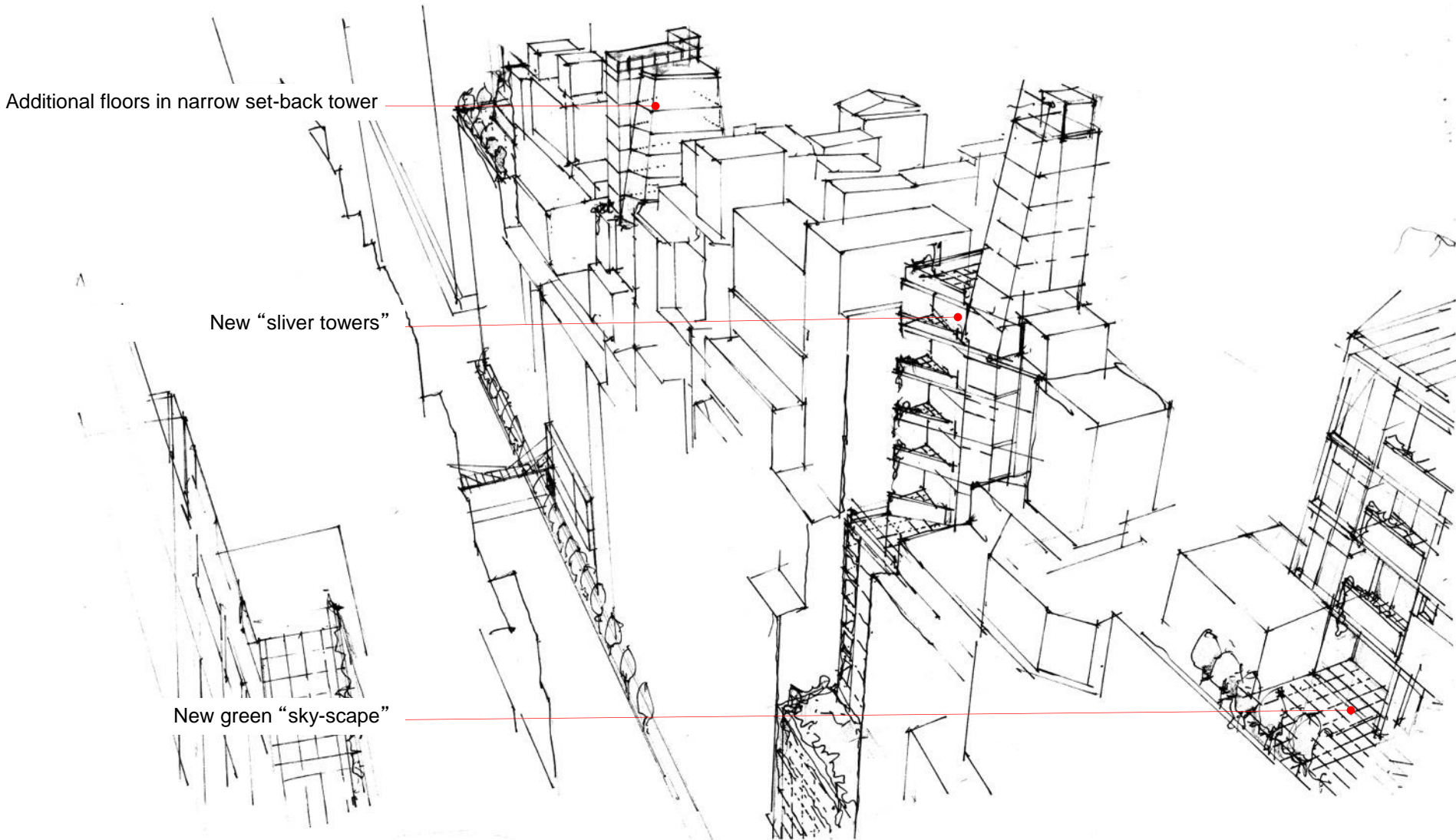
Factory consolidated on lower two floors

New service and factory lobby

Office or residential lobby

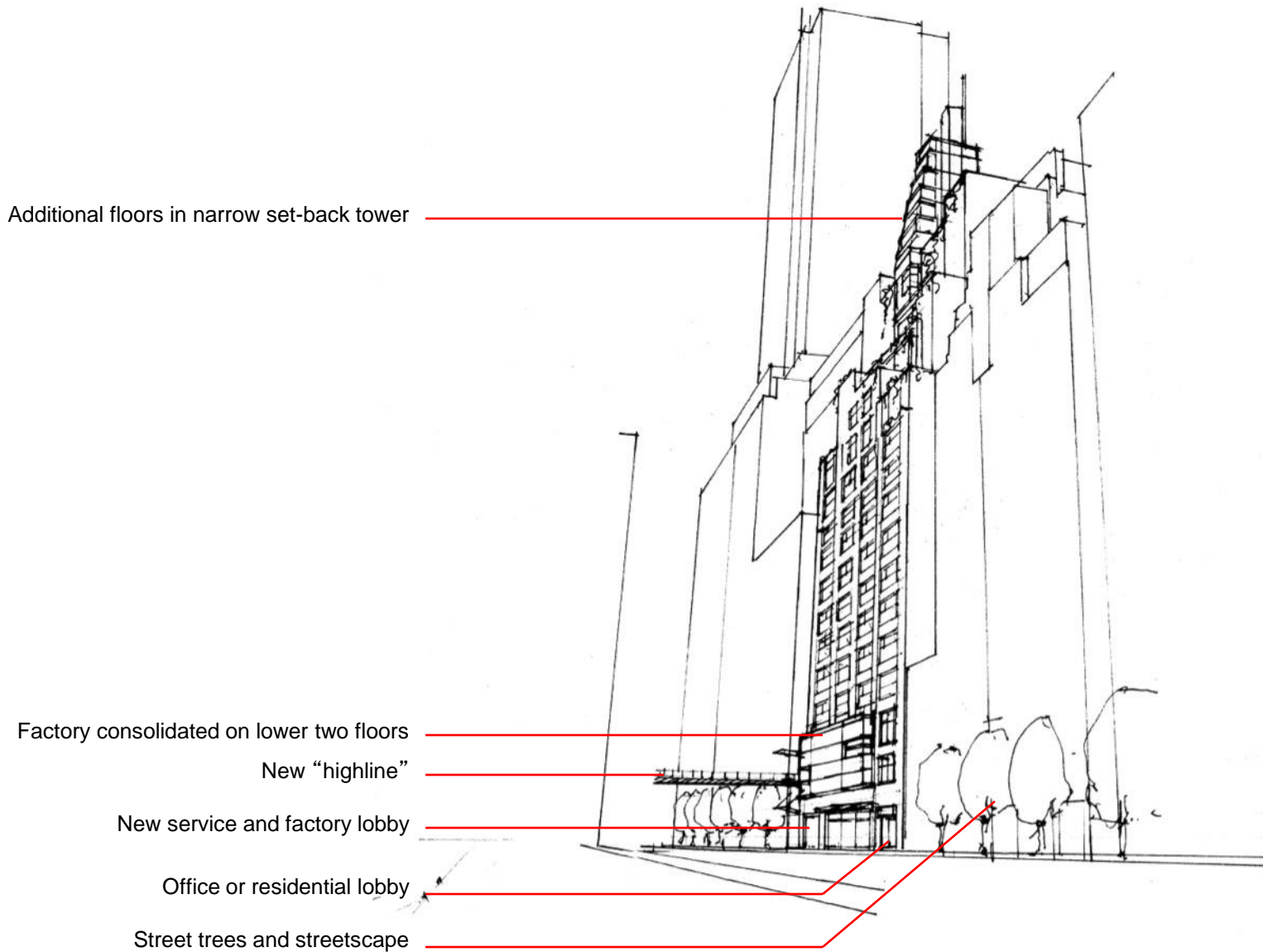


# The “innovation district” and vertical mixed-use

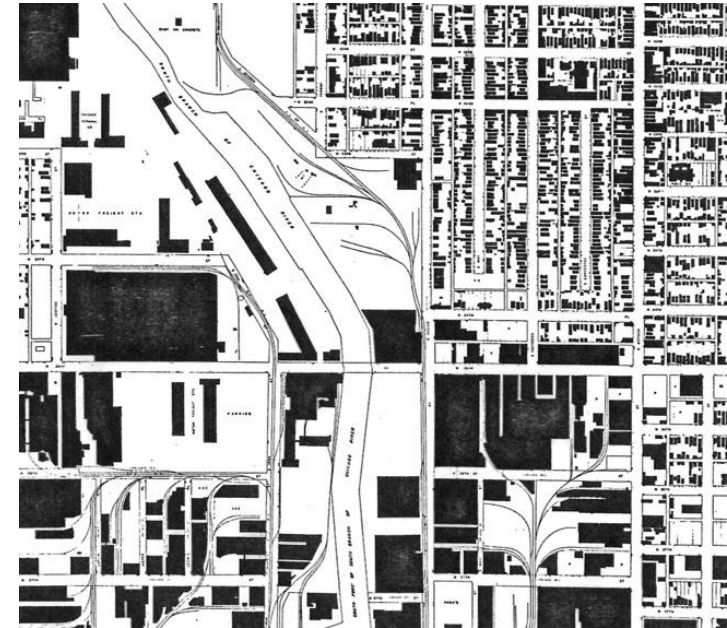




# The Industrial District Reconsidered: Garment District Case Study



- **Innovation and the Low-rise urban industrial district**



**Crawford Industrial District, Chicago, 1931**



**Spring Creek , New York, 1952**



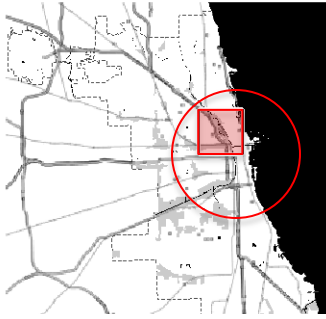
# Challenge: The Low-rise urban industrial district





# Challenge: The Low-rise urban industrial district

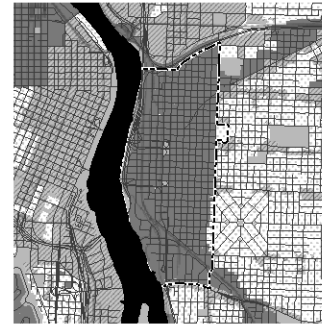
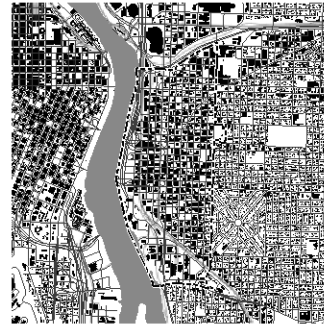
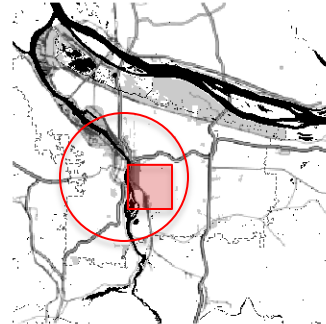
## CHICAGO



## PITTSBURGH



## PORTLAND





# **Challenge: The Low-rise urban industrial district**

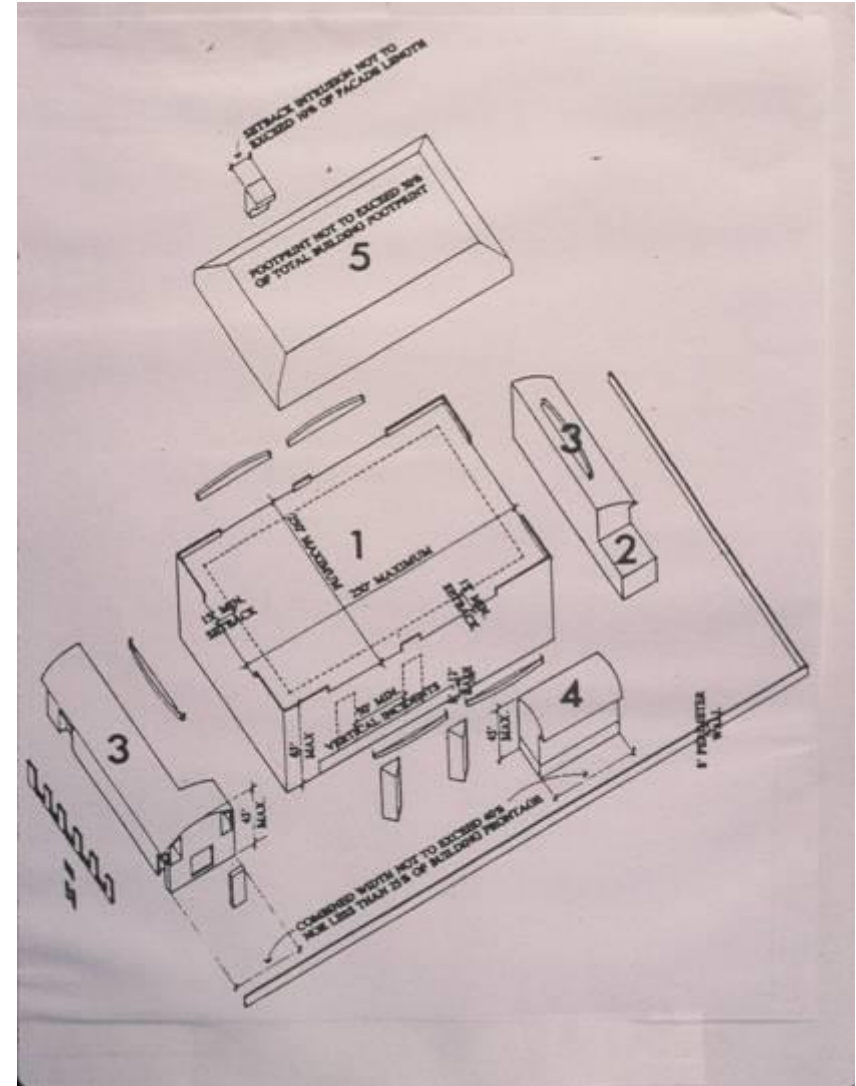
## **What are the design issues?**

- **Large buildings that are not suited to the new urban manufacturing model**
- **Buildings that do not relate to the street**
- **Public space design: Disorganized left-over spaces. Poorly defined loading and storage areas**
- **Street design: quality of pedestrian experience and goods movement**
- **Managing the edge: integration versus encroachment**

## **Strategies and case studies:**

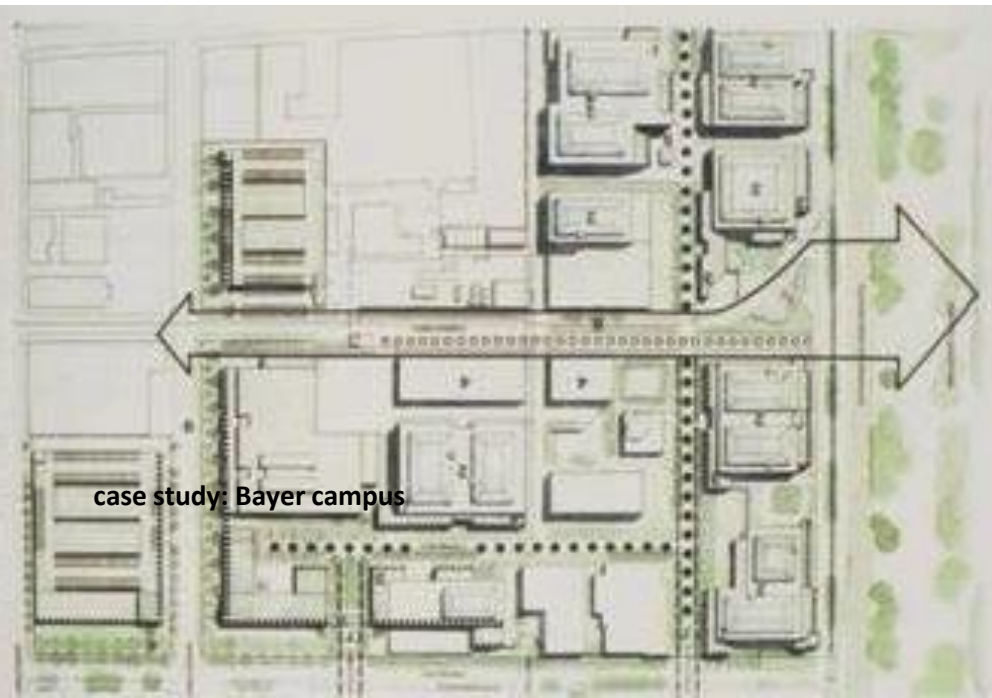
- **Beyond the Box: clip and carve**
- **Rationalize the leftover spaces**
- **Create mixed-use streets**
- **Explore new building types to introduce new uses**

## Low-rise industrial district strategies: beyond the box

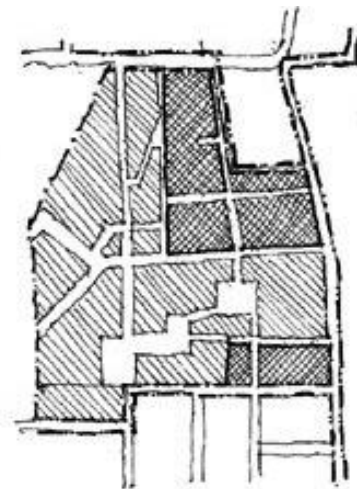
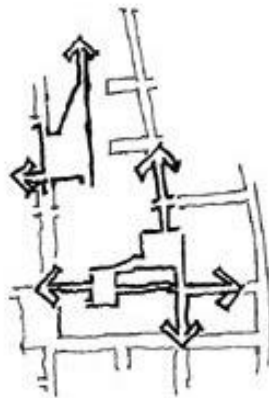
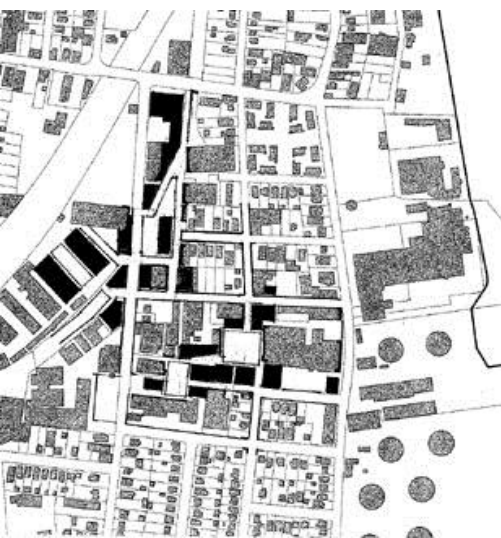
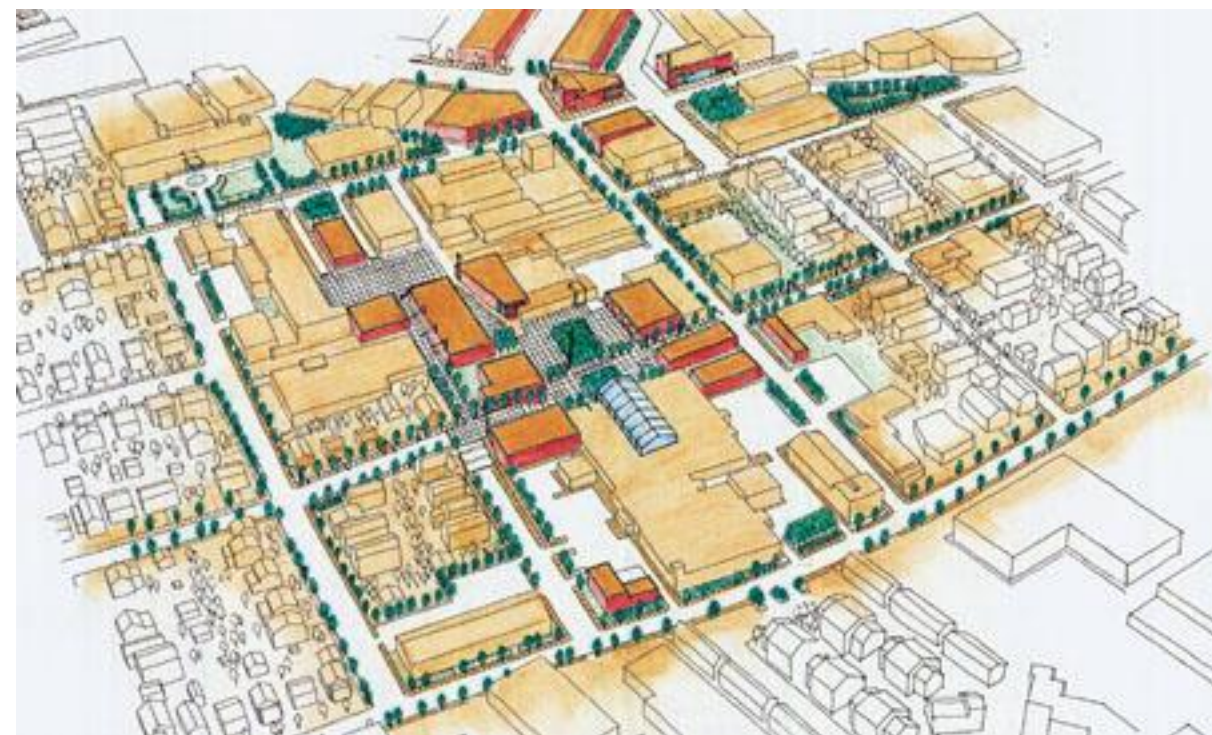




## Low-rise industrial district strategies: make the open space network

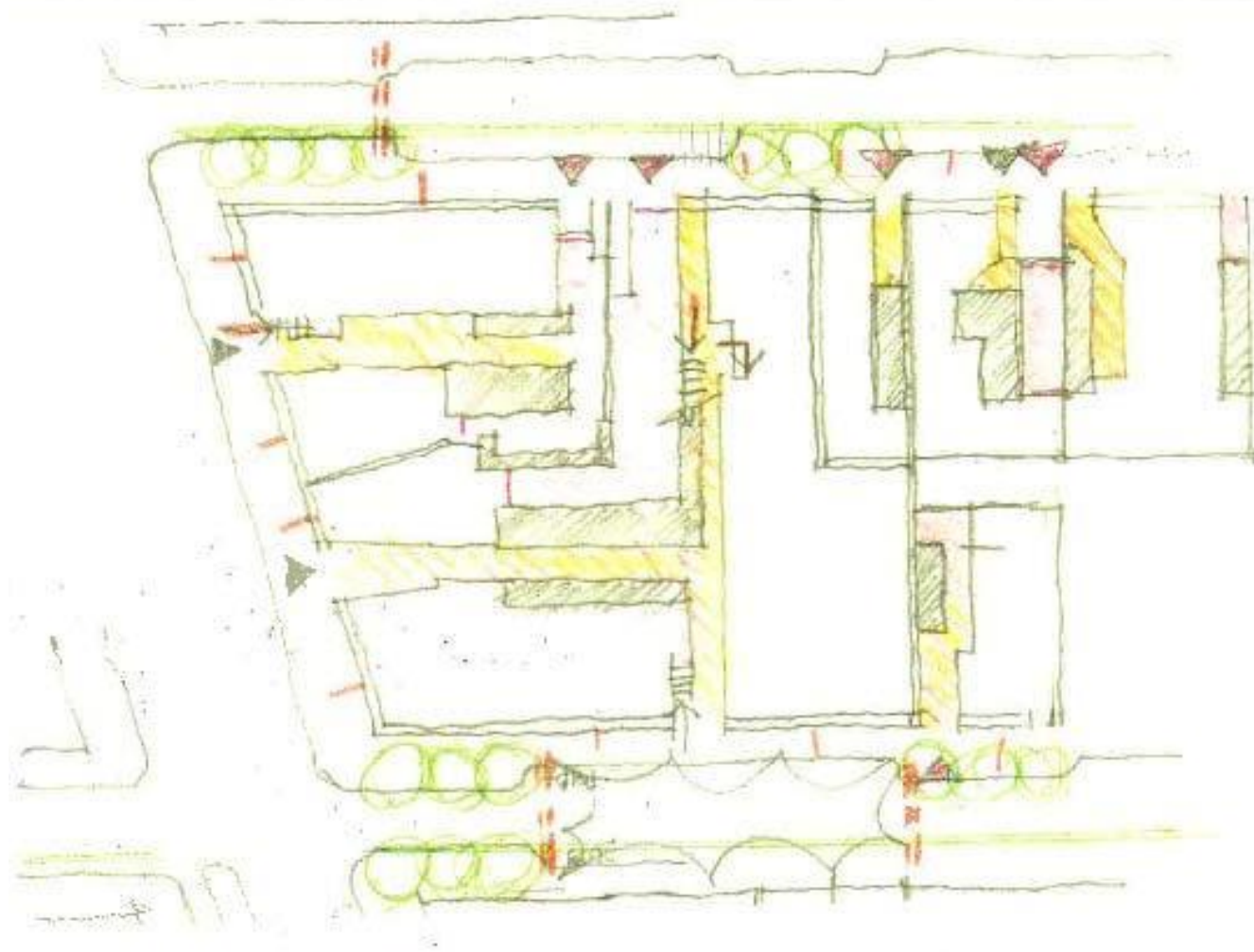


## Low-rise industrial district strategies: make the open space network





# Low-rise industrial district strategies: make the open space network



LOADING DOCKS



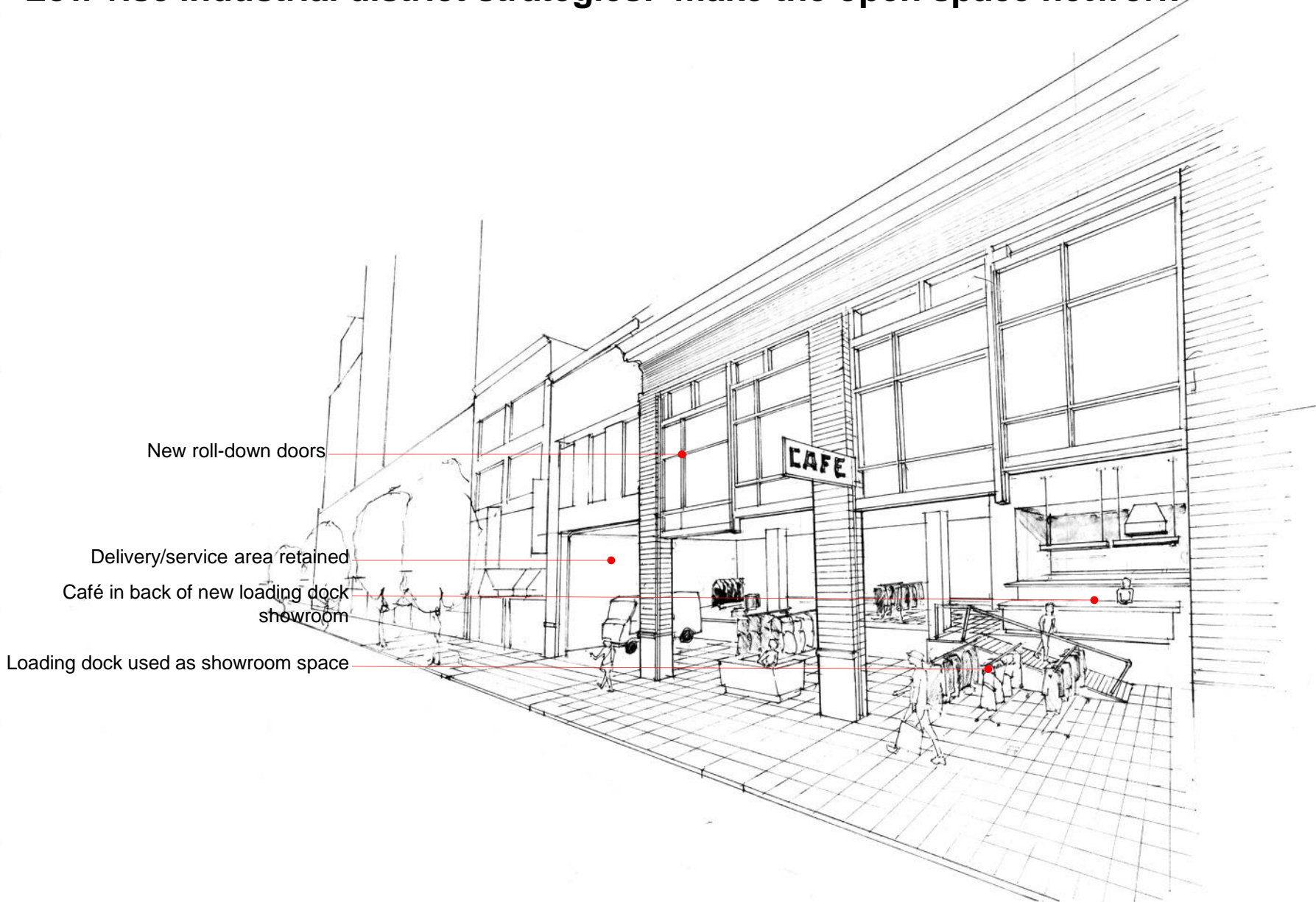
# Low-rise industrial district strategies: make the open space network

New roll-down doors

Delivery/service area retained

Café in back of new loading dock  
showroom

Loading dock used as showroom space



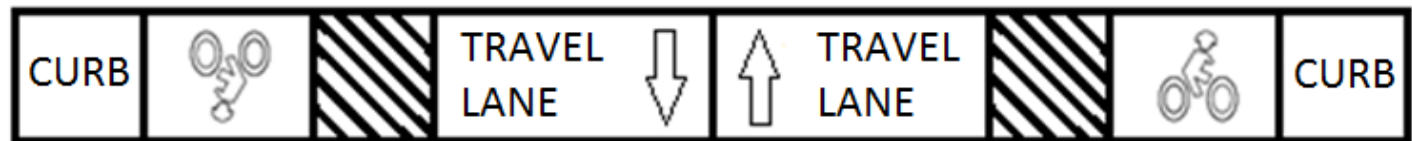
## Mixed-use in time and space: sharing



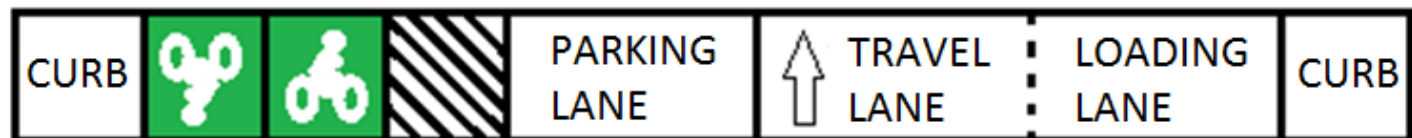
## Low-rise industrial district strategies: re-think the street



Original Design



Updated Design



# Low-rise industrial district strategies: re-think the street



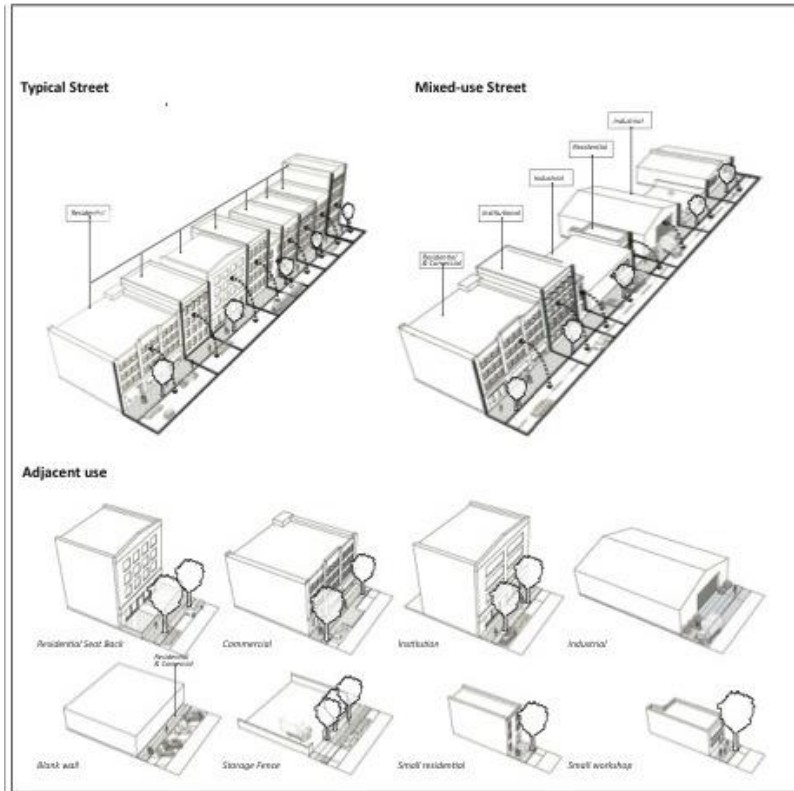
Mixed use bike lane symbol



Typical cross street



# Low-rise industrial district strategies: re-think the street



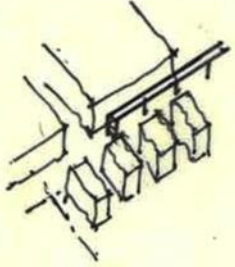
Mixed use street “kit of parts”



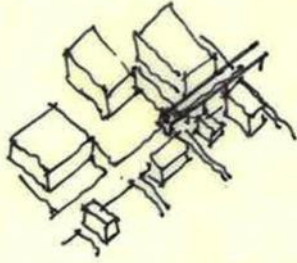




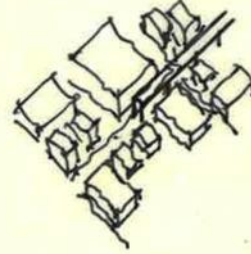
# Low-rise industrial district strategies: fix the edge



**Hard**



**Soft**

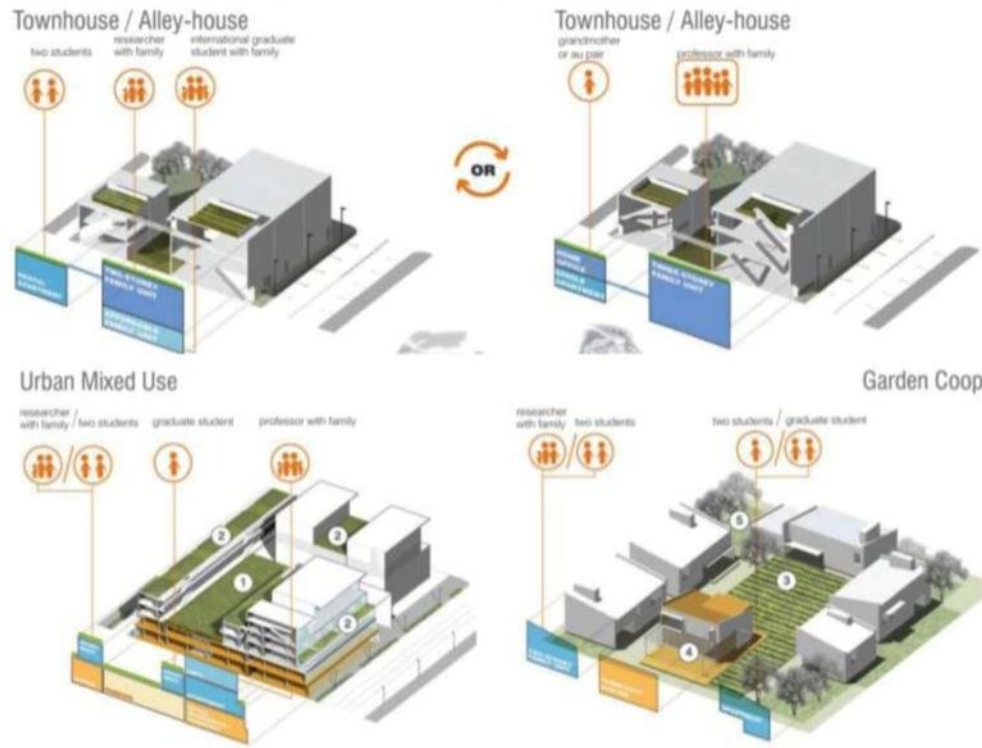


**Mixed**



# Industrial district strategies: low-rise mixed use

## HOUSING FOR NON-TRADITIONAL FAMILIES

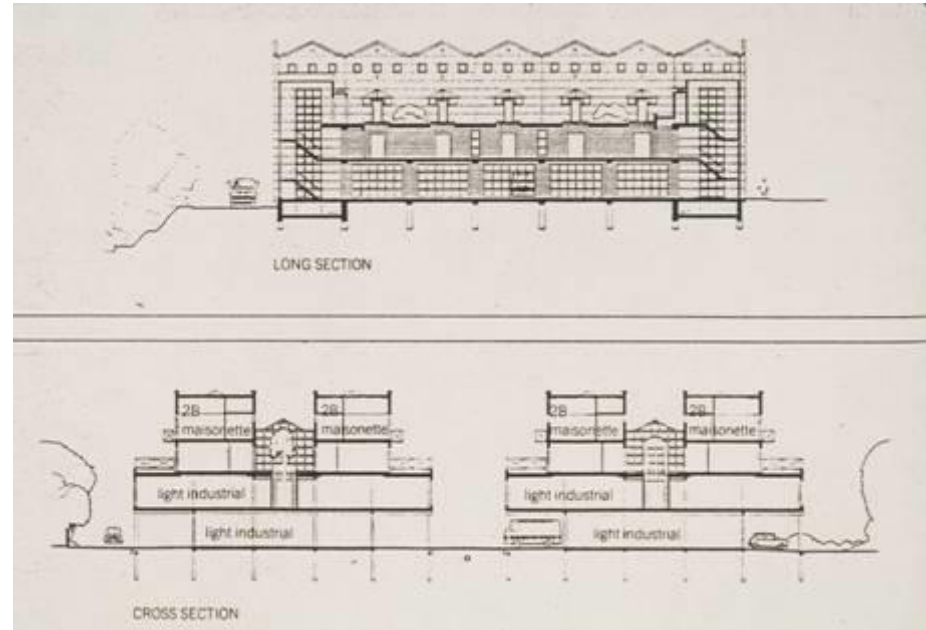




## Industrial district strategies: low-rise mixed use



## Industrial district strategies: low-rise mixed use





## Industrial district strategies: low-rise mixed use



## Industrial district strategies: low-rise mixed use

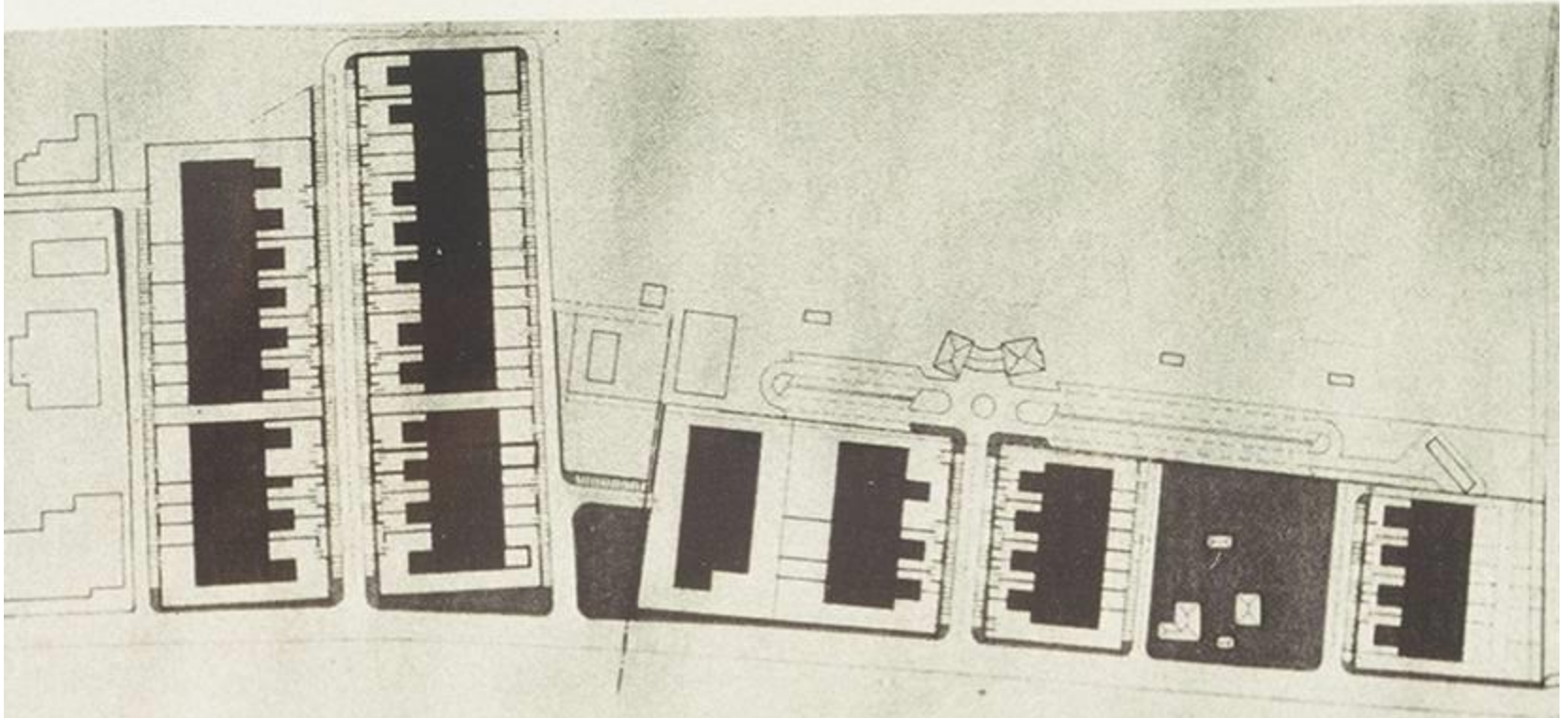




## Industrial district strategies: low-rise mixed use



3





## Industrial district strategies: low-rise mixed use



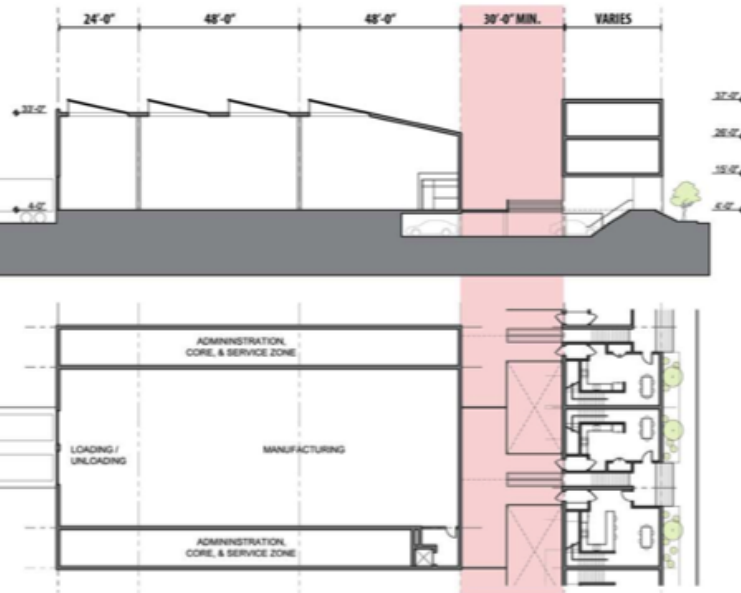
Newmarket, Boston, MA



# Industrial district strategies: low-rise mixed use

**HEAVY INDUSTRIAL THRESHOLDS** require a 30 foot min. buffer zone between manufacturing & residential buildings. The entry facade & truck traffic of for the manufacturing building will be oriented away from the residential. This allows the buffer zone to be developed as an outdoor amenity for the residential units.

H-IND.

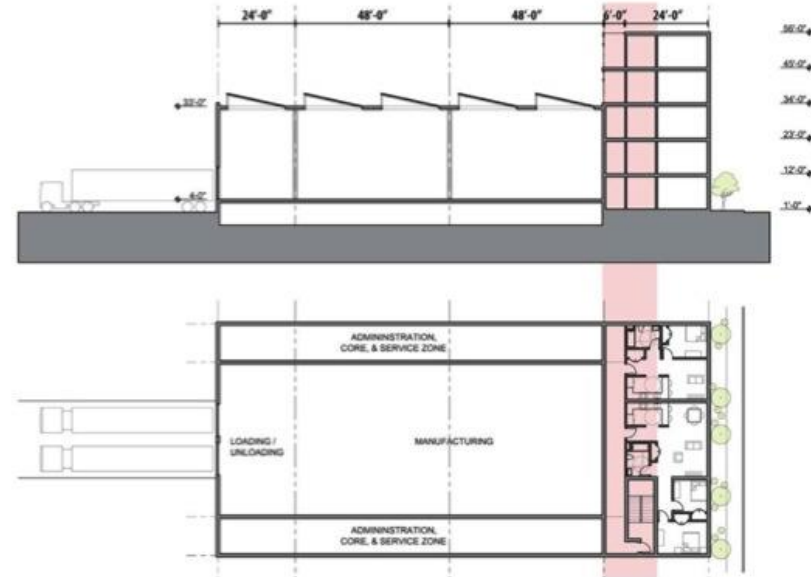


## ZONING AS SPACE MAKING

L-IND.



**LIGHT INDUSTRIAL THRESHOLDS** separates truck traffic from residential traffic, and orients the entry facade of the manufacturing away from the residential side. The residential and manufacturing programs exist in a single structure but are separated by a programmatic buffer which includes circulation and service spaces.

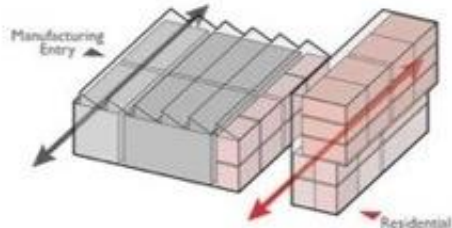


# Industrial district strategies: low-rise mixed use

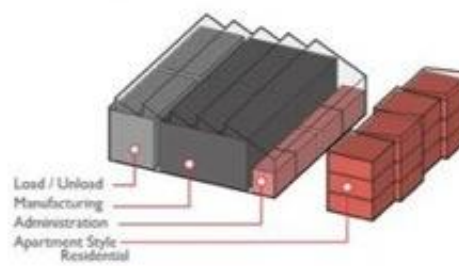
## PROGRAM KEY

MANUFACT. ■ LOAD/UNLOAD ■ ADMIN. ■ RESIDENTIAL ■ EXIST. ■

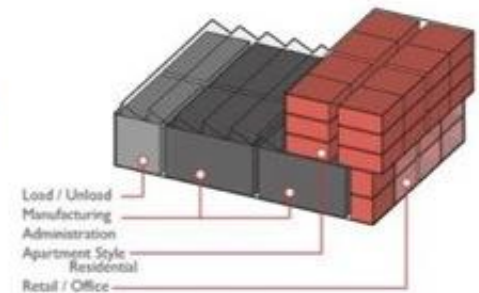
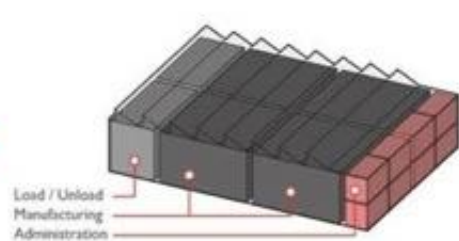
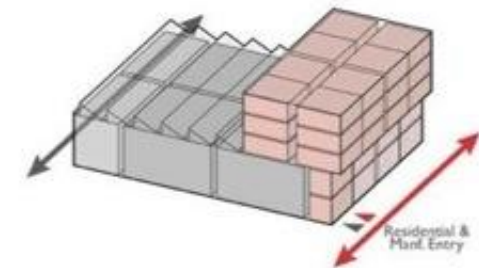
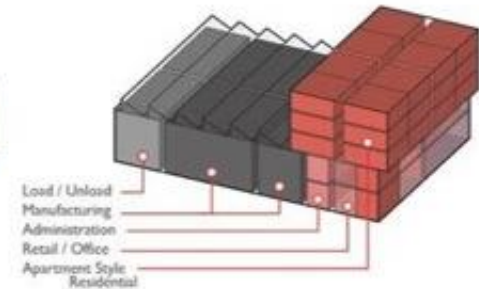
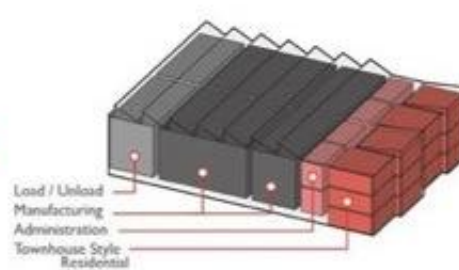
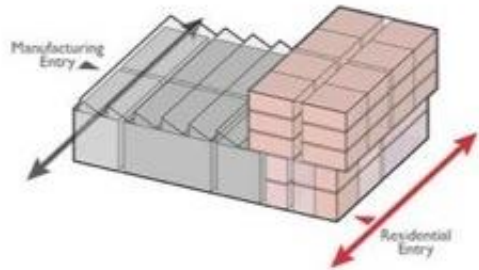
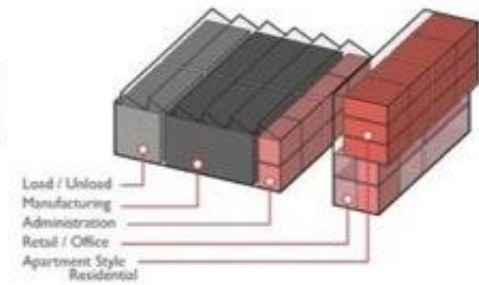
### CIRCULATION



### LOW DENSITY APPLICATION



### HIGH DENSITY APPLICATION





## Industrial district strategies: low-rise mixed use



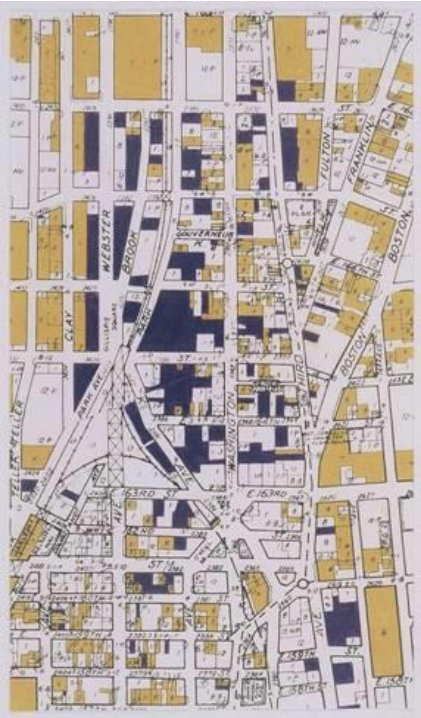
## Industrial district strategies: low-rise mixed use



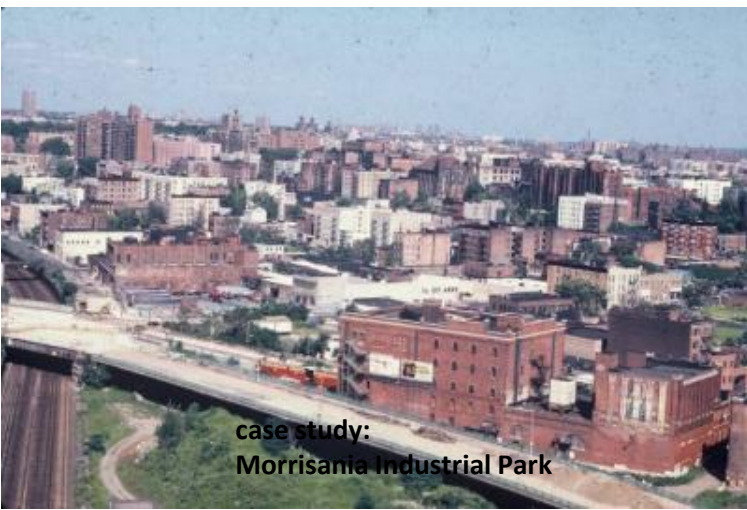
case study:  
Morrisania Industrial Park



## Industrial district strategies: low-rise mixed use

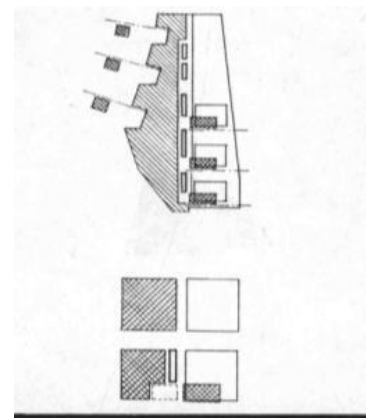
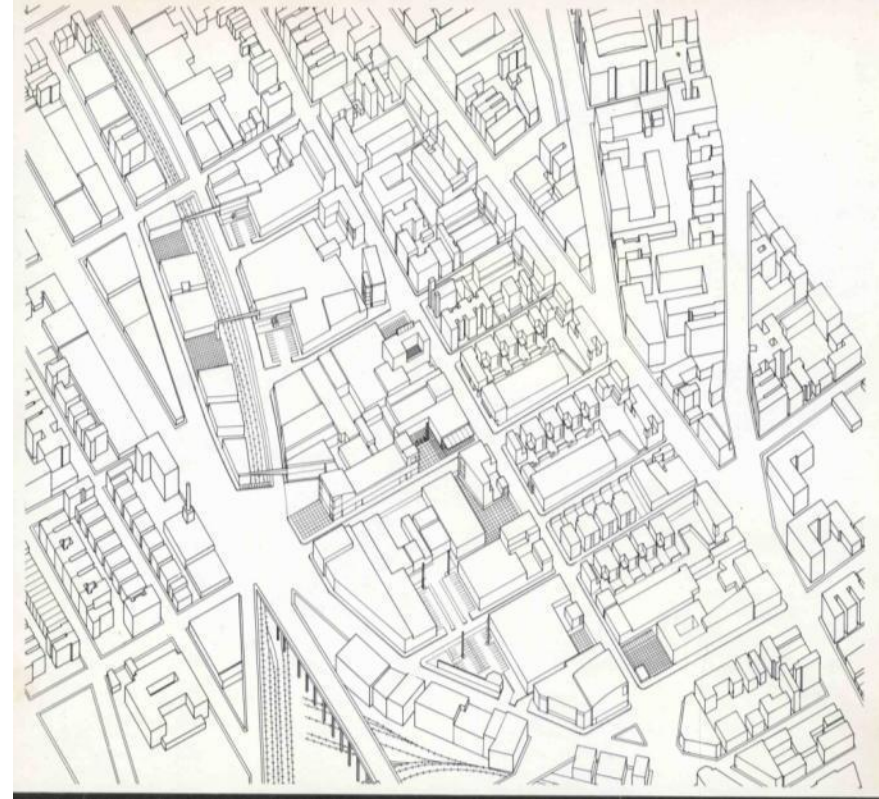


## Morrisania Industrial Park



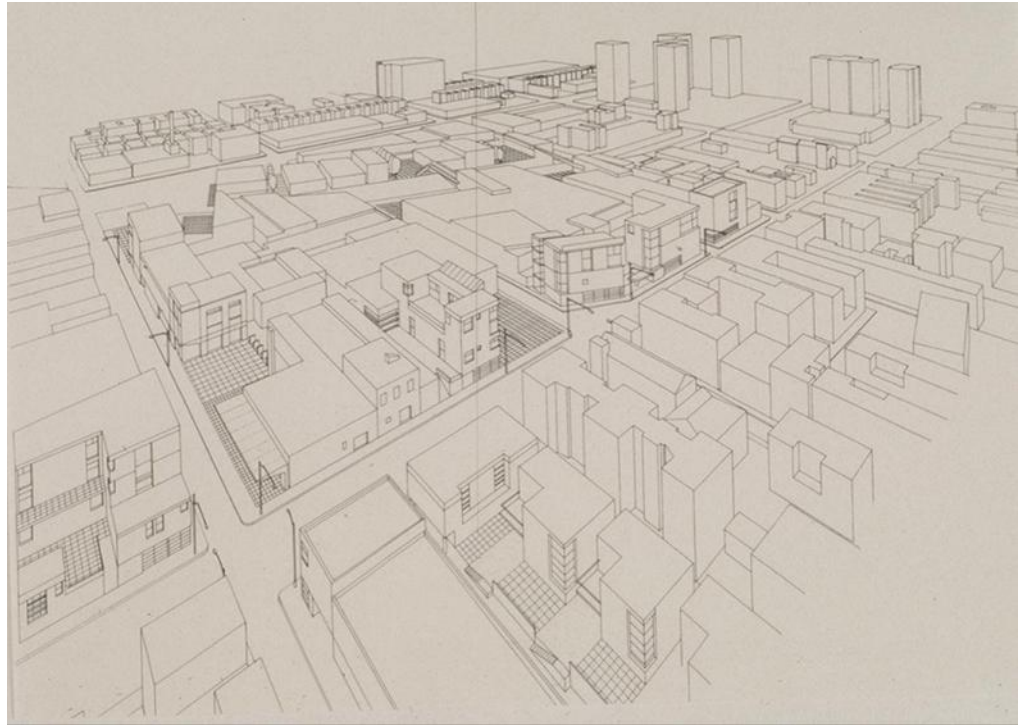
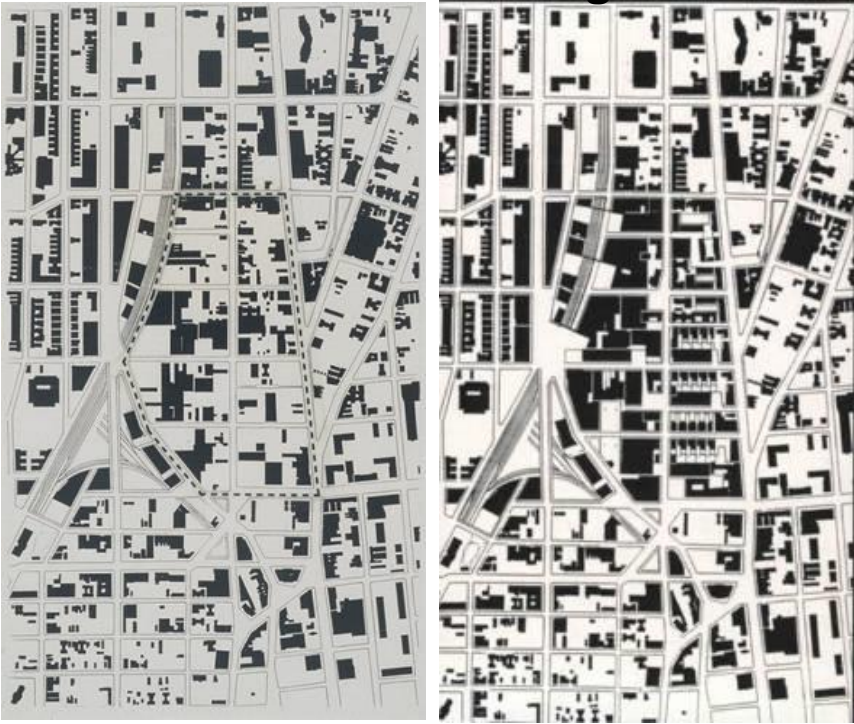


# Industrial district strategies: low-rise mixed use

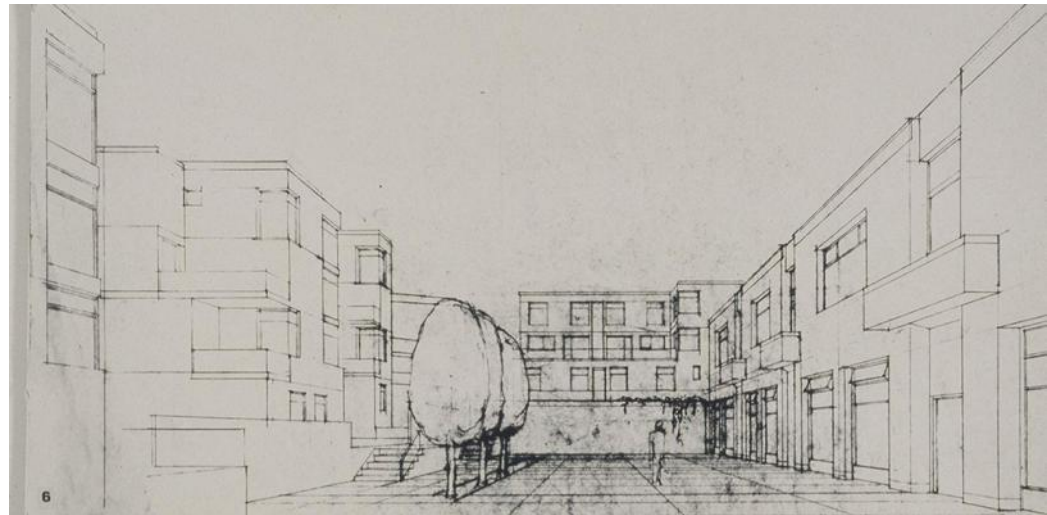
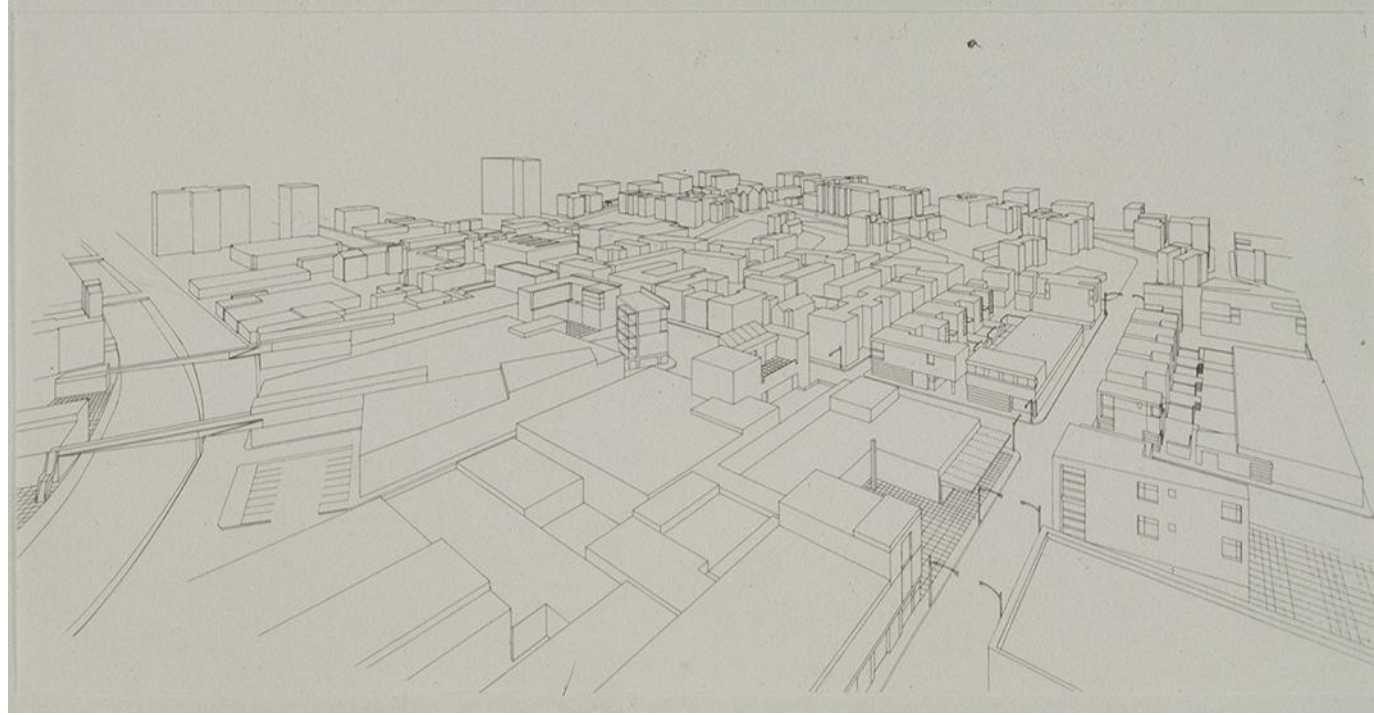




## Industrial district strategies: low-rise mixed use



## Industrial district strategies: low-rise mixed use





# **Policy strategies for the low-rise urban industrial district**

## **Policy strategies:**

- **Zoning for performance**
- **Know the ecology**
- **Curate the mix**

# Industrial district strategies: zoning for performance

## 1703-4.3. IX Industrial Mixed Use

### A. Purpose

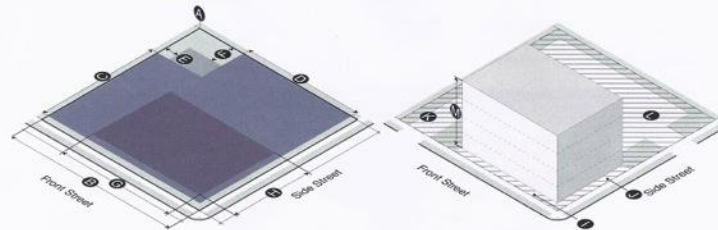
IX is intended to provide for a variety of light industrial and manufacturing uses while allowing for retail, service and commercial activity and limited housing opportunities. To help ensure that land is reserved for manufacturing and industrial, residential uses are limited to the upper stories. IX is not intended to provide for areas exclusively dominated by light industrial or manufacturing but provide for developments that incorporate commercial uses with housing, retail and service-related activity. IX can serve as a land use transition between heavy industrial areas and mixed use and commercial districts.



### B. General

Allowed Permitted uses & use standards	Sec. 1703-9
Landscaping and buffering	Sec. 1711-2
Nonconformities	Sec. 1752-7
Parking	Sec. 1711-1
Outdoor storage and display	Sec. 1711-5
Rules of measurement	Sec. 1703-10
Signs	Sec. 1711-3
Site lighting	Sec. 1711-4
Use standards	Sec. 1703-10

## 1703-4.3. IX Industrial Mixed Use



### C. Lot

Lot Dimensions	
Lot area	0 SF min. <b>A</b>
Lot width	0' min. <b>B</b>

### D. Placement

Building and Structure Setbacks	
Front street	5' min. / 85' max. <b>C</b>
Side street	5' min. / 85' max. <b>D</b>
Side interior	10' min. <b>E</b>
Rear	20' min. <b>F</b>
Facade within Facade Zone	
Front street	50% min. <b>G</b>
Side street	20% min. <b>H</b>

### E. Parking

Location of Parking	
Front yard	2 bays max of on-site parking with drive aisle <b>I</b>
Corner yard	2 bays max of on-site parking with drive aisle <b>J</b>
Side yard	Permitted <b>K</b>
Rear yard	Permitted <b>L</b>

### F. Height

Building Height	
All buildings/structures	45' max. <b>M</b>



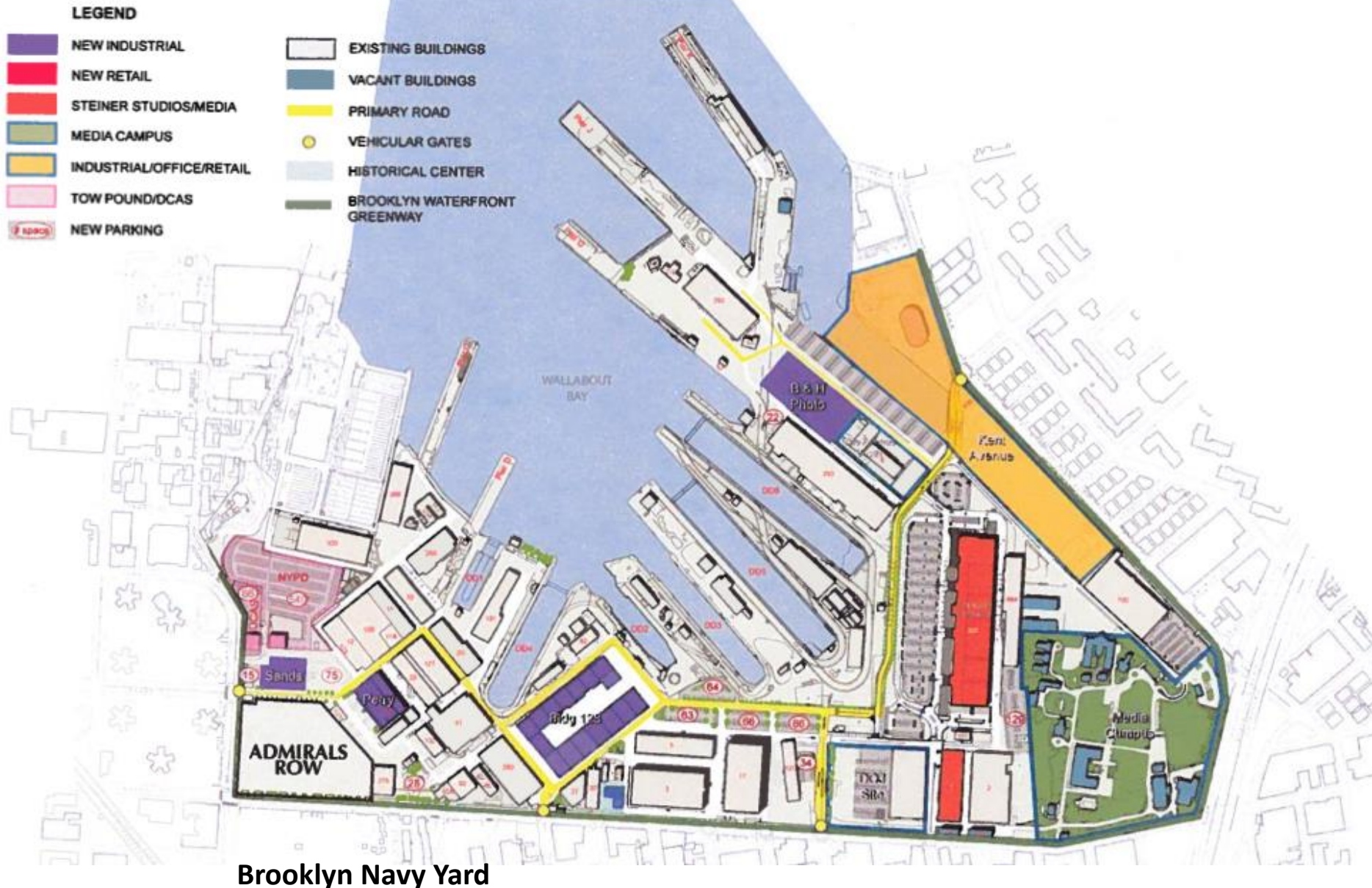
## Industrial district strategies:

- understand the mix
- curate the mix



Brooklyn Navy Yard

# Industrial district strategies: curate the mix





## Industrial district strategies: curate the mix



**Greenpoint Manufacturing and Design Center**

## Industrial district strategies: create the mix



### Mission-Driven Entity

- Manage and program the nyc fashion innovation center
- Help designers find factories to produce their lines
- Promote a “nyc-made” brand
- Help enforce deed restrictions on manufacturing space



# Lessons Learned for Bogota and the US

## Urban Form

- Transform the box
- Design a new open space network
- Re-think the street
- Fix the edge, but create new connections to context
- Explore new forms of mixed-use

## Policy:

- Know the ecology
- Regulation: Performance-based zoning and design guidelines
- Empower a mission-driven entity to “Curate the mix”.
- Calibrate national politics to local economy

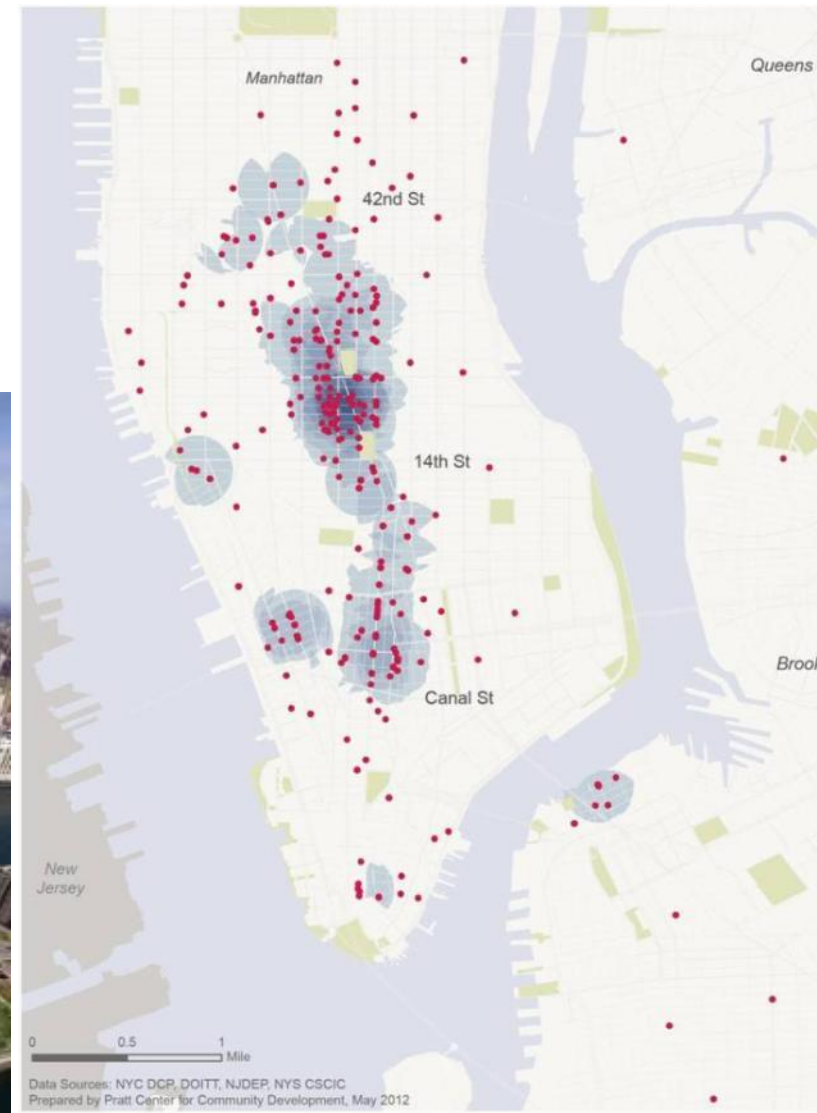


Thank You





# Emergence of the “innovation district”





# Emergence of the “innovation district”

## INFRASTRUCTURE: Integrated Energy and Water Reuse

Seaport Square will work to minimize its impact on regional energy and water resources.

The project will reduce emissions and energy demand project wide through a comprehensive approach to energy efficiency, renewable energy infrastructure, and advanced energy monitoring and metering technologies.

The project has committed to reduce energy consumption by at least 20% compared to Code-compliant buildings, and is continuing to investigate opportunities that will further reduce carbon emissions throughout the operational lifetimes of the buildings.

Additionally, the project is pursuing various water reuse strategies, including non-potable water capture and building greywater capture systems.



Integrated stormwater collection can redistribute rainwater for irrigation and greywater uses.



Seaport Square is exploring the potential of a cogeneration energy plant to supply electricity, heating and cooling throughout the project.



34

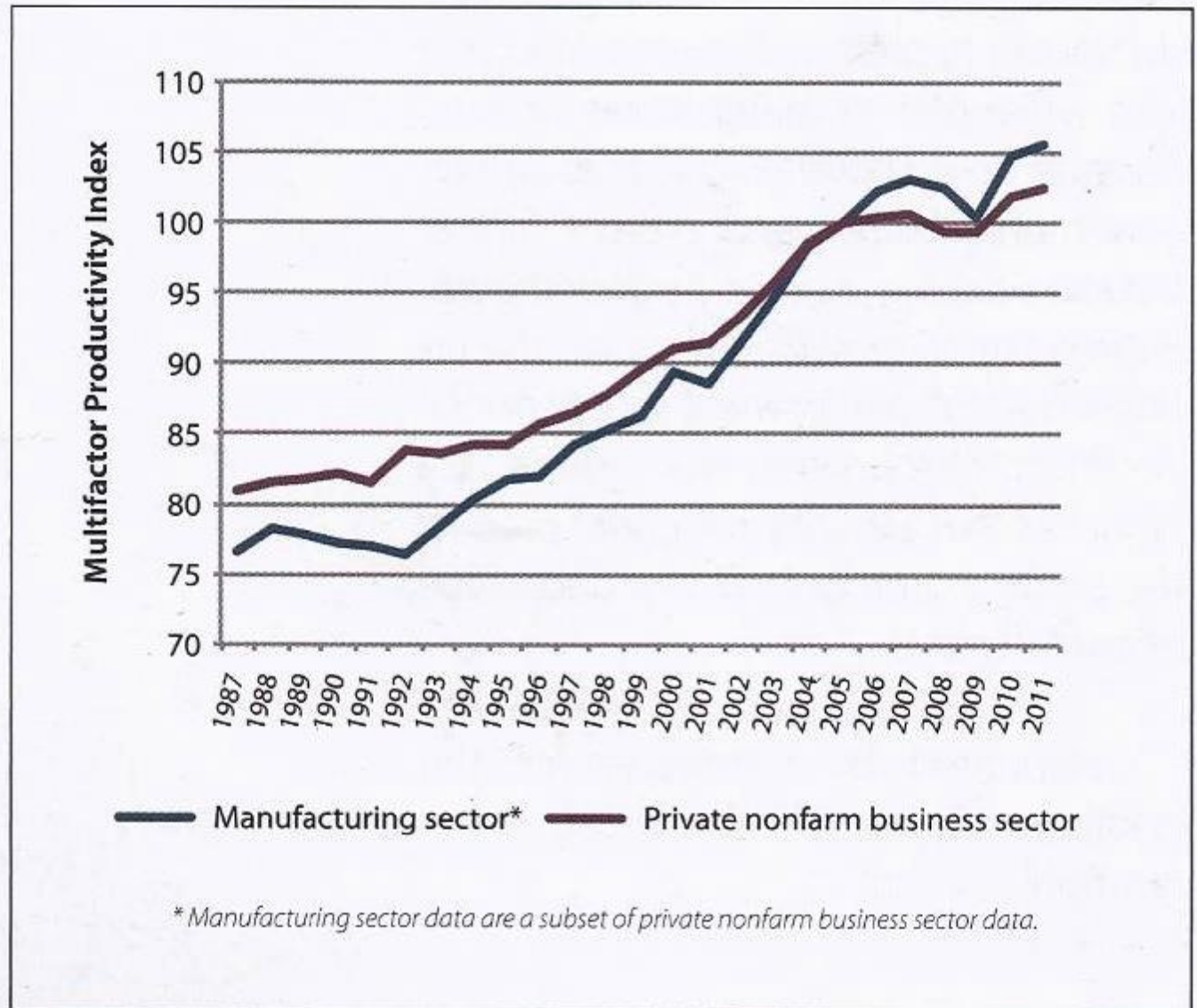


**INNOVATION  
DISTRICT**  
**BOSTON**  
thomas m. menino, mayor



where innovators  
work, play and live  
in Boston

## Urban manufacturing: Intersection of the global and the hyper-local

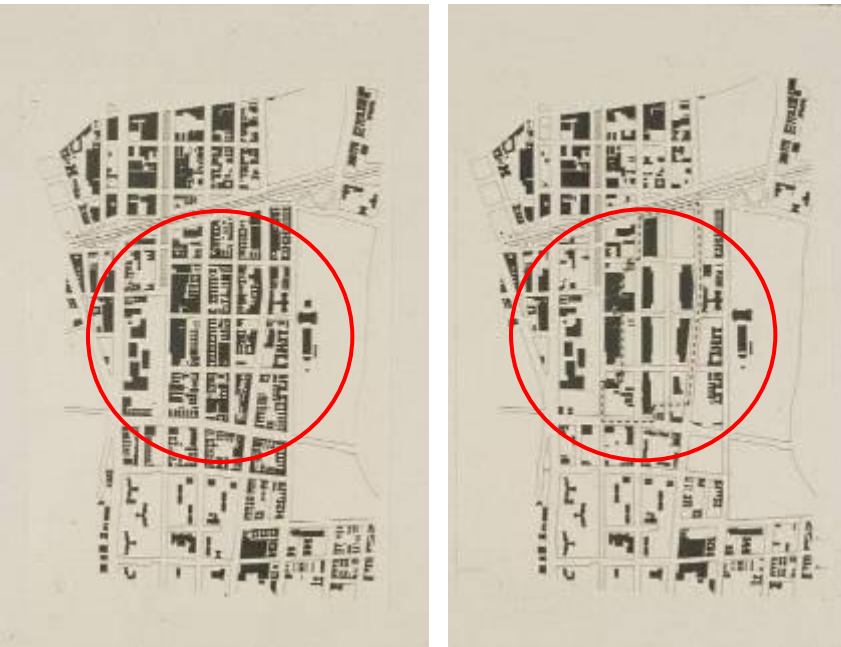


US Industrial Revival: “Re-shoring” +



# Industrial district strategies: low-rise mixed use

## The "innovation district" and vertical mixed-use



Bathgate Industrial Park

# What is Regional Plan Association:

